

CARBUSTERS

MAGAZINE #32

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Faith

and

ENVIRONMENT





The *Enso*, or Zen circle, is one of the most appealing themes in Zen art. The *Enso* itself is a universal symbol of wholeness, completion and the cyclical nature of existence. Painted by Zen monks and nuns, it reflects their personal experience in the search for enlightenment and the awakening to the true nature of reality.

We don't pretend to have anything near this level of understanding in the *Carbusters* office. Our *Enso* reflects our personal experience in the reality we know; one where climate change is rapidly spiralling out of control, one where oil prices rise, yet people continue to drive and the cyclical nature of existence is threatened.

Which is why our *Enso* so dramatically fails. In this issue we explore the links between faith and the environment and ask what religion has to offer; does religious belief have any effect on your choice to drive or not to drive? If the answer to that question doesn't seem immediately obvious, pause for a second to consider whether the religions of the world contribute to the discussion on climate change.

We've found ample evidence. In North America, Evangelical Christian groups are currently entering into the discussion, even publishing reports and position papers, making a big fuss and calling for their leaders' resignations.

But it was upon discovering the "What would Jesus drive?" campaign and the Vatican's "10 Commandments for drivers" (see Car Cult, CB 31) that

the relevance of the theme we had chosen to be our focus was underscored, making it clear to us that religion is an important element to consider whether related to general environmental issues, climate change, or even mobility questions.

We have made every effort to provide as balanced a picture as possible, asking people of faith from different major world religions for their thoughts on the issue. The majority of submissions were related to Christianity and the environment, which is reflected in the content of the magazine, but does not necessarily reflect the view of the editorial team.

Furthermore, in a magazine the size of *Carbusters*, we can only hope to scratch the surface on these issues. There is certainly much more that can be said and we welcome you, our readers to send in your point of view.

Dr. Rowan Williams, the Archbishop of Canterbury, in a recent interview with the *Ecologist* magazine, hinted at the current dialogue going on between Christians and Muslims about the environment, an interfaith approach also espoused in these pages by the Christian Ecology Link. Martin Luther's quote "if I knew the world would end tomorrow I would plant a tree," is echoed by the prophet Mohammed, as Isa Ugurlu tells us.

We thus wrap up these lines on a note of hope for a constructive discourse between religions and an interfaith attempt to realign our circle.



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2007 - 2008
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Bas Ruyters.



Backcover: historic tram line in
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Photo by Eduardo Green.

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notable quotables

In the case of climate change particularly, there are equity aspects to consider, given the fact that the problem has largely been caused by one set of people in society, and yet the worst implications and impacts are going to be felt by very innocent people... I think there's a huge ethical dimension that we can't avoid, and I would say that the impacts of climate change really need to make us sit up and ask ourselves, are we acting as ethical beings?

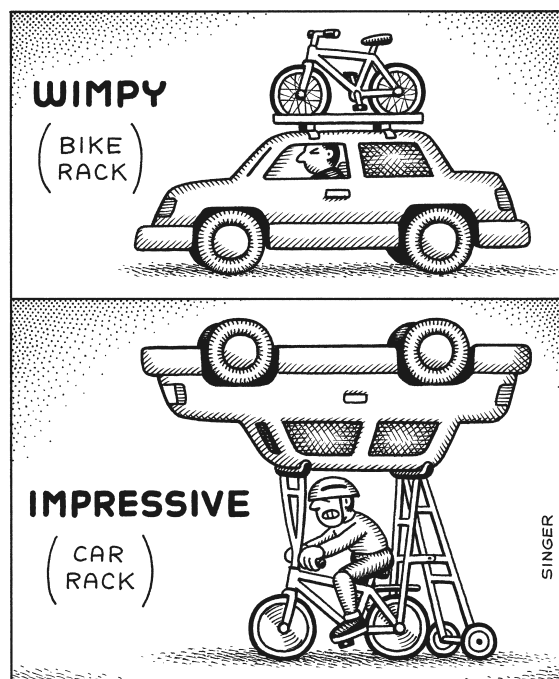
- Alternative energy expert Dr Rajendra K Pachauri, Chairman of the IPCC, <ipcc/ch>

Ten years ago most of my farm visitors were earth muffin tree-hugger nirvana cosmic worshipers, and now 80% of them are Christian home schoolers.

- Joel Salatin, guru of faith-based organic agriculture

NO EXIT

© Andy Singer



I've seen enough deserts. I've missed green rolling hills and cosy pubs — sitting by the fire drinking a pint of warm beer — and I do miss British humour. It's nice to be with people who take the mickey out of each other.

- Jason Lewis upon finishing his 13-year, 74,000 km world trip, <Expedition360.com>

Sildenafil accelerates reentrainment of circadian rhythms after advancing light schedules.

- Conclusion of scientific research into the effects of viagra on hamsters suffering from jet-lag. Awarded the Ig Nobel prize for Aviation. <Improbable.com>

New generations will be entrusted with the future of the planet, which bears clear signs of a type of development that has not always protected nature's delicate equilibriums... Courageous choices that can recreate a strong alliance between man and earth must be made before it is too late.

- Pope Benedict XVI, leading the Catholic Church's first "eco-friendly" youth rally

It doesn't get madder than this. Swaziland is in the grip of a famine and receiving emergency food aid. Forty percent of its people are facing acute food shortages. So what has the government decided to export? Biofuel made from one of its staple crops, cassava. The government has allocated several thousand hectares of farmland to ethanol production in the district of Lavumisa, which happens to be the place worst hit by drought. It would surely be quicker and more humane to refine the Swazi people and put them in our tanks. Doubtless a team of development consultants is already doing the sums.

- George Monbiot in the Guardian, <Monbiot.com>

contributors

Want to contribute? E-mail editors@carbusters.org or see our guidelines: <Carbusters.org/submissions>.

Janita Chikvanaia-Top is a freelance designer, artist and photographer. She also helps run a Dutch voluntary youth organisation called Falkor, which focuses on environmental and youth projects in Europe and the Caucasus. <Janitadesign.nl>

The *Christian Ecology Link* is a UK based multi-denominational organisation for people concerned about the environment. They publish a magazine, the *Green Christian*.

Tihomir Dakic is an environmental activist with the Centre for Environment in Banja Luka, Bosnia and Herzegovina. He is also a sports teacher and cyclist, who helped organise Ecotopia Biketour 2005. Currently unemployed.

Luc DeArmey, of Berkeley, California, is a post graduate psychology student and kindergarten teacher at Ecole Bilingue in Berkeley. His long career as an undercover missionary kid helped him to observe the impact of culture and politics on the fundamental beliefs of North American Evangelical Christians.

Daniel Mourek is an avid cyclist who works for the Czech Environmental Partnership Foundation and is a member of Auto*Mat, a Czech Cycling and sustainable transport activist organisation.

Linda Ostreicher is a freelance writer and professional disability rights advocate who cannot ride a bicycle or drive a car. While she can walk, she has many friends and colleagues who cannot.

Meltem Parlak is a young Turkish urban planner, based in Istanbul. She was one of the organisers of Towards Carfree Cities VII in Istanbul in 2007 and is now working on a cultural project for the 2010 Istanbul European Cultural Capital committee.

John Philpott is Reverend Canon of St Clements Anglican Episcopal Church in Prague, Czech Republic.

Sara Stout works for the Bicycle Transportation Alliance, teaching pedestrian and bike-safety in the Portland Public Schools. She is also a cycling advocate and a member of Shift, the hosting organisation for Towards Carfree Cities VIII in Portland, Oregon in 2008.

letters

Reeeally Awesome

Dear Carbusters,
You guys are f***ing awesome! Sorry to swear but I have to express how grateful I am that there's an organisation out there like you. I've been meaning to join ever since 1997 when I became an "anti-car activist" in Santa Cruz, CA. People Power? You may have heard of them... anyway I'm in Bristol now causing trouble. You can read my carfree blog at <onthelevelblog.wordpress.com>.

By the way, that's
Joshua Hart
Bristol
United Kingdom

In the Age of the Internet

Dear Carbuster,
I'm sending a news article. Please let me know if you use it, I send a lot of articles, nothing happens. I'm just wondering, is this worth it, or is it on the internet like everything else is.

Thanks,
Paul Ditter
W. Hempstead, New York
USA

True Love

Carbusters, I love you with all my heart. I just finished a summer quarter communications class, and for my final research paper I cited your magazine. You are a tremendously positive international resource. I'm getting a job soon and my own subscription, though my friends keep getting the magazine for me, I'm too attached to leave anything to chance this

Christmas. Thank you thank you thank you.

Dawn Hardin
Seattle, WA
USA

Hope for Italy

Carbusters has made it on the pages of the Italian *Cosmopolitan* (see photo): could this be a sign of a changing awareness, considered that this kind of nonsense magazine would hardly speak about something else than how to curl your hair and have better sex? I'm optimistic :)

Susanna Iraci
Italy

Advert Pollution

Recently I have been annoyed by an advertisement in Prague's public transport system (MHD). It's a really counterproductive advertisement where some smaller lady is suffering by smelling the sweaty under-arm of a large man in a crowded metro wagon, with a message saying "Is it not time for a change? SUZUKI car!"

At the same time the PT promotion unit is spending (public) money for public opinion polls investigating why people do not so much prefer the MHD. I am willing to write a letter to the Town Hall (to our Green councillors) so we/they complain against Suzuki's corporate irresponsible behaviour...

Ondrej Velek
Prague, Czech Republic
(See photo on Green Idea Factory's "Public Transport: Self-Harming Adverts" at <www.flickr.com/photos/edelman>)



Move-by-Bike

I wrote this in response to a query about how to organise a move-by-bike and thought folks abroad might be interested as well. It might not be possible to express just how much fun moving house by bike is! It gives you all the good feelings of being in a parade, being at a really fun party, riding your bike with friends, and helping someone out, all at once.

Cheers,
Elly

1. Broadcast the bike move far and wide! It can help to have a theme, like fancy dress, distinguished tie, or puppet/costume. It really is a party on wheels — but you have to make this clear in the invitation, because it's not intuitive... advertise it as a sort of barn-raising.

2. Be really, really well prepared so that people can just load-up their bikes and ride. 45 minutes is a pretty good loading-up time to shoot for, allowing plenty of time for people to drink coffee and to accomodate latecomers.

3. Provide plenty of coffee and donuts at the beginning, and beer and pizza, or something like that, at the end. The best move-by-bikes are when the movee doesn't skimp on this. It costs a lot less than a truck, and makes everyone happy. This is probably the most important item on the list!

4. Plan out your best route in advance. If you have any major street crossings, sign up people in advance to cork them and give them instructions on when to be at the front of the pack, so the whole parade can get through at its slow, loaded-down place.

5. Don't worry about weather, but do have lots of tarps if it rains. You'll also want to have lots of bungee cords and bike-tire tie-downs on hand.

6. You might need to rent or borrow a truck to finish the job. It's good to have a backup plan, especially if you have a lot of big things and not a lot of big trailers. You'll want to think about the logistics of what can fit on each trailer in advance.

7. Take pictures and share them online! The more people move by bike, the more people want to move by bike...



Photo by Jane Price



CAR CULT REVIEW



"Driving a fiery Lamborghini Gallardo with Pzero tires, she will speed through the streets of LA to escape mysterious assassins who suddenly appear and try to kill her for no apparent reason."

- *Pirellifilm.com* on Uma Thurman's appearance in the Pzero promo film.

Traffic Jam Fan Club

The Dutch weekly *Volkscrant* makes the case in favour of most people's pet peeve: traffic jams. According to the *Volkscrant* it's high time we learned to "love and cherish" traffic jams. Because they are not really so bad: not for the economy, not for our health and certainly not for the 15 million people who are not affected by them.

The paper goes on to quote Patrick Potgraven of the Traffic Information Service who, it appears, has gained experience in his field just by driving to work every morning. "We mustn't forget that there are only a few hundred thousand people who are stuck in traffic jams on a daily basis," says Potgraven. And he's not the only traffic jam fan quoted in the article. Among the various experts is traffic psychologist Cees Wildervanck who says that being stuck in traffic is therapeutic: "Listen to the radio, take a French language course, don't think about anything. Why are traffic jams always associated with wasting time?"

- *Dutchnews.nl*

Dial My License Plate

If you have ever suffered from a feeling of loneliness as a single occupant driver, suffer no more. With SameLane, a service that allows drivers to call strangers on the road by dialing their license plate numbers into cell phones, lonely driving is a thing of the past. "It's aimed

at commuters stuck in traffic, long-haul drivers fighting fatigue and good Samaritans trying to help people with broken tail-lights and such."

Vince Waterson, part owner of Delta Meridian of Dallas, Texas, which is offering the service, said he wanted driving to feel like waiting at Starbucks, where customers might have casual conversations or even strike up friendships.

If that does not shoo away boredom in a steel box, <Flirtingintraffic.com> is also there to help your life take on new twists while stuck in traffic.

- *Samelane.com*

5 Minutes Away

Never be more than 5 minutes away from facilities at the motorway junctions...!

UK motorists are really lucky. 5minutesaway.co.uk offers "a directory of services and facilities available for motorists within 5 minutes of each motorway junction, so you should never find yourself stuck for somewhere to go."

All the locations listed have car parking nearby so motorists won't have to search for that long either. The guide avoids taking them into the centre of busy towns and cities in an attempt to make their stop as quick and easy as possible.

Thus, they can move from junction to junction, from outlet to outlet, and not even have to know what town they're passing by.

- *5minutesaway.co.uk*

Religion Sells Cars

Some car dealers have found that including the aspect of religion can be a selling point with their customers.

At the Premier Pontiac Buick GMC dealership in Seymour, Texas, Derek Williamson puts a Bible in every car sold there: "I put it on top of everything in the glove box". He throws in one Owner's Manual for the car and one "Owner's

Manual for Life" in the hopes of helping people, and for his customers to know they are buying from a good, honest Christian.

Meanwhile Jerome Ruzicka, a used car salesman and classic car enthusiast from Chatsworth, California, helps churches in the Los Angeles area sell the cars that are donated to them. With his reputation as the "car guy" ever growing, he finds mutually beneficial relationships and even long-term friendships springing up along the way.

- *Infinitygoods.wordpress.com*

From Hollywood to Mission Zero

Pirelli proudly presents Uma Thurman in "Mission Zero", an internet film to promote the Pzero tires. Pirelli insist that Thurman is the "actress who best represents the concept of speed and power in the collective mind of the international public". After John Malkovich and Naomi Campbell last year, it's Thurman's turn to drive her soul into oblivion.

Pirelli is absolutely sure about the quality of the film: "The result is a complete film that concentrates in 10 minutes the best that Hollywood has to offer." While the PR spin of Pirelli would have it that "each Pirelli communication product is destined to become a true cult object," we're inclined to believe that the film's website won't get a lot of visitors from *Carbusters* readers.

The same can, in all likelihood, be said about other senseless car cult action from Hollywood, such as the *Transformers* movie, by Michael Bay, released last summer.

- *Pirellifilm.com*

Drive-In Church

The Mystery Worshipper went to a Drive-In Church in Portstewart, Northern Ireland and describes the atmosphere: "The singing in my car was fantastic! The singing coming from the car





What Would Jesus Drive?

Order the bumper sticker on WhatWouldJesusDrive.org "because transportation is a moral issue".

beside me was a bit off key, but in this service I had the advantage of being able to put the car window up so I didn't have to listen to it. Although the people on the trailer were getting enthusiastically involved, I don't think many people were actually participating in their cars. I spotted at least one car in which there was a picnic happening. Definitely no singing there!"

On the question what he'll remember best about this in seven days: "The Audi TT parked just down from me. Nice car!"

- Shipoffools.com

Volkswagen + Apple = iCar

German Automobile maker Volkswagen is in talks with US computer manufacturer Apple, about the potential marriage of the two companies' products. It would seem to stand the chance of a cult following: Since iPod has been such a resounding success, the product line could easily be expanded. After all, the two companies already work together to offer integrated hook-ups for the iPod. The next step would be to offer far more Apple products built into the VW. This comes at a time when automobiles are already rapidly multiplying the types of accessories offered in the newer lines, from entertainment systems to smart cup warmers.

- SFgate.com

Automobile Funeral Service

Many people are passionate about their automobiles. It would be desirable for them to have their passion remembered in their funeral services, to reflect their personalities. It is impossible, however, to have the automobile present in the funeral home or in the casket with the deceased.

Those interested in automobiles typically would not want their remains to be stored in a

casket or urn depicting an automobile unless it depicted the exact automobile that they were passionate about. Accordingly, the principal object of the invention is to provide caskets and urns featuring the very lines, curves, and recognizable styling of specific automobiles themselves.

The caskets also include nameplates and authentic hood ornaments that appear on the actual automobiles. The body portion includes headlights, bumpers, fenders, and doors. The lid includes windshield, trunk, and windows. To place the deceased into the casket, it is necessary to open the entire lid portion. For viewing the deceased during the funeral services, only one section of the lid portion needs to be opened.

- *From a US patent granted in 2004 to Clint R. Mytych of Wixom, Michigan.*

Ferrari Theme Park

A Foundation Stone Ceremony was held in Abu Dhabi to officially signify the start of construction of one of the most multi-dimensional and highly anticipated themed entertainment attractions in the world, the Ferrari Theme Park.

Covering over 250,000 m² the park will be a "unique oasis of discovery, hospitality and beauty that captures the culture, flavour and the true spirit of the Italian country, as well as the legendary automotive history, feeling and heritage of Ferrari cars and racing."

At the heart of the park will be an advanced and sophisticated circuit offering driving courses for both adults and children, which will be the home of the first Abu Dhabi F1 Grand Prix in 2009.

Abu Dhabi is perhaps the only place in the world with enough real estate and wealthy patrons to keep the park running.

- Autoblog.com

Kids 'n' Cars

According to the "Icon Kids & Youth" study by the German Institute, babies learn to say "car" before "grandma". Sevenhundred mothers with children under five years were asked. The ranking (first word of a baby) in the study:

1. Mama: 54%
2. Papa: 16%
3. Auto: 4%
4. Dada (=something like "there-there")
5. Oma (=grandma)
6. Ball
7. Wauwau (=dog barking)
8. Hund (=dog)
9. Ja (=yes)
10. Haben! (=have!)

- Iconkids.com

Kid's Driving Ambitions

Why wait until your 17th birthday to get behind the wheel of a car? At Mercedes-Benz World you'll find a range of exciting driving activities designed exclusively for young people and during the summer holidays they'll be running all week!

If you're tall enough to reach the pedals of an A-Class, you're old enough to join the Stars Driving Club. In fact, you'll automatically become a member with your first driving experience at Mercedes-Benz World!

Every child at your party will have the unique opportunity to drive an A-Class for up to 10 minutes on one of our special tracks. Accompanied at all times by one of our professional drivers, they'll have the chance to try out their driving skills before heading back to the party room to receive their certificates of driving competence and enjoy our freshly prepared party food.

- Mercedes-benz.co.uk

Child Car Ownership in Prague

Prague City Hall's plans to introduce parking cards in the city centre have triggered an unexpected side effect. Prague may soon top the world ladder in the number of young children who own luxury vehicles.

People who own two or more cars have found a loophole in the new regulation which says that every citizen of Prague — including newborns and centenarians — has a right to a parking pass for the price of CZK 700 a month (about USD 35). The price of a pass jumps steeply for a second or third car to CZK 7000 and CZK 14,000 respectively.

News of how to get around the regulation spread like wildfire and in recent weeks the authorities have noticed a massive transfer of car ownership to young children.

The kids are happy to brag about their new Toyotas and Volvos, but the city hall is not so happy. It seems that there is little it can do legally and it has decided to bide its time and see how things develop.

- Radio Praha



Father Brad M., chaplain at St. Mary's High School blessing the cars of students, the day before prom.

Courtesy of the St. Louis Review/photo by Mark Kempf



action!

"The greatest obstacle to living is expectancy"
- Seneca

Street Panthers Are Go!

Disgruntled Greek pedestrians in Athens and beyond have begun taking the issue of inconsiderately parked vehicles into their own hands. By placing stickers on the windscreens of vehicles that infringe upon pedestrian spaces they hope motorists will begin to reconsider their parking options. The operation has proven popular, with over 2000 members and over 250,000 stickers distributed in the last year. More at <StreetPanthers.gr>.

Strike Bike Success

Workers at a bicycle factory in Nordhausen, Germany, made history with the first successful self-managed production project in an occupied German factory. The workers occupied the factory on July 10 in response to the bankruptcy and proposed closure of the factory. With extensive press coverage and a successful solidarity campaign, 1800 bicycles were ordered and production of the 3-speed city bike begins on October 23. Much more at <Strike-Bike.de>.

Climate Camp 2007

Heathrow Airport saw eight days of low-impact living, debates, workshops, and high-impact direct action, as environmental activists from all over the world tackled the issue of climate change and CO₂ emissions at the world's largest and busiest airport. The camp began on August 14, ending

with 24 hours of direct action throughout the UK on the 21st. It was considered a resounding success.

- Climatecamp.org.uk

Saint Paul Classic

The "flamenco-bike" (see photo) depicts one of the many colourfully costumed riders in the Saint Paul Classic, a city bike tour that has occurred for at least six years and attracts over 6000 riders. It features the choice of a 15 mile (24 km) or a 31 mile (50 km) loop with large sections of each route closed off to motor vehicles and lots of food, beverages and entertainment at stops along the way. This year, Minneapolis (the other "Twin" City) started its own city bike tour. Both attract riders of all ages and ability levels. If your city doesn't have an annual bike tour, we recommend starting one. They bring a lot of positive visibility to bicycling and can help get casual bicyclists involved in bicycling advocacy.

"Moving Cinema" connecting Germany and Czech Republic

A High School class from Northern Bohemia came together with German students across the border and created a cinema experience painted onto a

Photo by Andy Singer



bike path, connecting Decín, Czech Republic with Pirna, Germany.

It is called a moving cinema, because the picture unfolds before your eyes as you are pedalling on the bike path, watching the ground.

The pattern is meant to evoke the movements of the Elbe/Labe river which flows next to the path. The idea was inspired by the Swiss artist Menel Rachdi, who was experimenting with "asphalt cinema" back in 1988. (For photo see page 30.)

Photo by Polly Rosa



World Carfree Day 2007

This September saw unprecedented participation in the annual World Carfree Day, the highlight of the European Mobility Week. Streets and central areas of cities worldwide were dedicated carfree, and thousands of pedestrians and cyclists roamed free from the motorcar. Since the movement began in 1994 the event has grown annually, now including over 1000 cities in 40 countries, and the day brings a huge diversity of events on a variety of scales. Climate change was a hot topic and PARKing day a major theme. Here we provide a brief summary of many of these events. From about 30,000 in London to 30 in Manila, the message is clear: awareness of the issues is gaining a mainstream footing, and people are responding with their participation. The movement continues to grow, and momentum continues to build. Maybe we should begin to ask what else can be achieved with this growing force.

London Free-Wheels

London celebrated Carfree Day with the Hovis Freewheel event, which saw around 30,000 cyclists enjoying a 14km carfree loop throughout central London. The route passed numerous iconic landmarks — such as the London Eye, Victoria Embankment, Westminster and St Paul's Cathedral — before culminating in a festival at St. James's Park. Organised by the Mayor of London in partnership with Transport for London the event highlights the progressive attitude towards cycling in London, which has seen an 83% increase in the number of cyclists since 2000.

- LondonFreeWheel.com

Sao Paulo's Largest Critical Mass

Sao Paulo celebrated World Carfree Day with 300 people joining the biggest Sao Paulo Critical Mass ever. Participation averages around 50 cyclists. The ride reclaimed Paulista Avenue, one of the most important streets in the city and despite police intervention remained peaceful. The celebration began with Zen meditation and ended in Bicyclist's Square with music, video exhibitions and a street party.

The local traffic authority of Brazil's most polluted city did not totally support Carfree Day and designated only a few streets as carfree. With 5.8 million inhabitants, around 630 new cars are added to the traffic everyday. Throughout Brazil, 56 other cities observed a carfree day, with the Copacabana district in Rio de Janeiro used as a venue for recreational activities.

Sao Paulo also hosted a Children's Critical Mass on October 12. The action happened on

Bicyclist's Square during the afternoon. One lane of Paulista Avenue was blocked so that children could play street games with their bikes (photo bottom page 8).

- Apocalipsemotorizado.net ; Ruaviva.org.br

Carfree Holy Day

Carfree Day and Yom Kippur, the holiest day of the Jewish calendar, coincided in Israel this year. The streets filled with pedestrians and cyclists as traffic in the major cities disappeared. Yom Kippur, the contemplative Day of Atonement, provides an opportunity to repent for the sins of the year. Airports are shut down, there is no public transport and it is considered bad form to drive a vehicle; however, cycling is allowed and subsequently becomes the main mode of transport, earning Yom Kippur the jocular title of the "Festival of Bicycles".

Rain Doesn't Stop Fireflies

"A little rain won't stop us", the 30 members of the Firefly Brigade declared shortly before beginning the Carfree Day bikathon despite a light downpour. Cruising 25 km through Metropolitan Manila, Philippines, the cyclists distributed flyers

promoting cycling as a mode of transport (see under).

Only experienced cyclists were allowed to join due to the inclement weather and the lack of police escorts in a city of over 12 million inhabitants, where a third of all car trips are under 2 km. Next year, the brigade hopes to expand its advocacy beyond Metropolitan Manila to other cities nationwide through its annual Tour of the Fireflies.

- FireflyBrigade.org

NYC: Cookies and Bike Lane Liberation

Twenty groups reclaimed parking spots throughout New York City in recognition of PARKing day, an annual international event where artists, activists, and citizens collaborate to temporarily transform metered parking spots into public parks. With muffins, cookies, lemonade and performances from the Bike Lane Liberation clowns the event attracted many locals and cyclists alike. Time's Up also celebrate their 20th Anniversary this year. (also see Member Profile section)

- Times-Up.org

World Carfree Day 2007

Brandname BPCM

A maturing Critical Mass ride in the Hungarian capital saw 35,000 take part, less than the 50,000 last spring. Yet everyone seemed to be happy with the ride. There was less tension in the air, in spite of the fact that motorcyclists went on their own small – yet noisy and stinky – demonstration just before the bike ride. In stark contrast, the Critical Mass ride offered an optimistic vision of peace, calm and clean air to the citizens of Budapest.

Even though no new record was broken with this ride – for the first time in a long time – the cycling agenda is on the table and the landscape is changing. New paths are sprouting up, and recently, the Hungarian government pledged to spend 235 million euros on cycling infrastructure over the next seven years. It has also become a movement that can easily be mobilised. “If

China Grid-Locked

One hundred-and-seven Chinese cities including Beijing staged a Carfree Day to fight congestion and pollution, the first time that China has participated in a substantial way. Unfortunately, the streets of the capital remained clogged with traffic as many of Beijing’s residents climbed into their cars to go shopping and touring as usual, disregarding an injunction to leave the vehicles at home – a pattern that seemed to be repeated in many of the other participating cities.

Carfree Day came at the end of China’s “Public Transport Week,” an attempt to publicise the government’s goal of getting 50% of the nation’s urban residents to use buses and trains rather than private cars. It also comes after the International Olympic Committee expressed apprehension that some events, such as the marathon, would be difficult

Brussels Entirely Carfree

Brussels ended mobility week with all 19 municipalities of the city designated completely carfree. Pedestrians and cyclists filled the streets and enjoyed a variety of activities throughout the city along with free public transport for the day.

The only car present was a negative emissions car from a Brussels based environmental group, Auto-nomie. The engine space and interior were all filled with soil and strawberry plants, and the car was pushed throughout the central streets of Brussels remaining on display for the following week. Photos and more on <Auto-nomie.be>.

Greenpeace also hung a 500 m² banner from the Palace of Justice (see photo top next page). It was a successful launch to their climate-car work with major responses in national media.



things don’t turn out as brilliantly as they should, we can always assemble in the streets again with 50 thousand other energetic cyclists,” is the thought that well sums up the feeling for the day. (Photo above)

Lisbon Carfree After Six Years

Central areas of Lisbon were designated carfree, as the city hosted a Carfree Day for the first time in six years. The streets filled with pedestrians, cyclists and skaters on some of the busiest roads in the capital. Critical mass exceeded the last record of 60 participants, with many participants dressed as executives, emphasizing cycling as a method of commuting.

The event came as part of the Mayor’s “new mobility paradigm”. However, a rejection of proposed congestion charges and a recent increase in the maximum speed set on central speed cameras calls into question the Mayor’s “paradigm”.

- www.isa.utl.pt/ceap/ciclovias/lisboa/

to hold if the pollution levels remain so high. When the Chinese government staged mandatory carfree days in an Olympic test run last August, results were far more successful than during the voluntary participation of World Carfree Day.

Rebel Pedal Parade Un-Corked

The Rebel Pedal Parade 2007, promoted as “Cork’s biggest bicycle parade ever!” was attended by over 400 cyclists, 40 times the number of participants last year. Considering the limited budget, the poor public transport services and poor cycling infrastructure within Cork, southern Ireland, the event was considered an unqualified success. Positively received by local residents and partially funded by the Cork City Council, this year set the tone for next year and provided evidence that with cooperation between the council and residents, Cork has the potential to become a cycling-friendly city. Follow up on <Cef.ie>.

PARKing in Portland

Portland celebrated in a low-key way at the Alberta Street Fair on the 22nd. Bill Stites secured enough sod to cover a parking spot, and cared for and watered it so that it stayed beautifully green all week. People queued to use the site to picnic, socialise and relax throughout the week.

- CarfreePortland.org

Czech Cyklo Jizda!

Over 2500 cyclists gathered in the Old Town Square of Prague to celebrate the largest ever Critical Mass in the Czech Republic. Following music and speeches the group toured the old and new parts of the city. A street on the riverside was closed to traffic and concerts were held after the ride on an island in the river Vltava.

Also during Mobility Week volunteers dressed as “the spirits of pedestrians killed in car accidents” stopped traffic at Prague’s most dangerous intersections. (Photo bottom next page)

- Cyklojizdy.cz



Photo by Caroline Dossche

Bike Drive-In Movie in Hamilton

With free bike repairs, a banner hang, music, chess and a bicycle drive-in movie, 35 participants rode in the Critical Mass ride in the city of Hamilton, Canada. They also celebrated with a small PARKing party. Full reports on <Tlchamilton.Blogspot.com>.

Northampton PARKs too

Northampton, MA, USA (30,000 inhabitants) celebrated PARKing day by renting three parking spaces on Main Street for most of the day. One

space received a bench and potted plants and musicians performed an impromptu concert. Another space included signs and information about public issues, such as protesting a local landfill expansion or the building of an exclusive hotel in a city park. The third converted parking space featured a bicycle repair area.

Thank You for Not Driving

The Bristol, UK city council has actively been pursuing a campaign to get people out of their cars and to switch to non-polluting forms of transport. When Bristol East Labour MP Kerry

McCarthy unveiled the "Thank you for not driving" sign at St. Brendan's College, it marked the 500th sign to go up in the city. This is a proud achievement to occur in Mobility Week, as the campaign to place the signs began just one year earlier, in Mobility Week 2006.

Compiled and edited by Sam Fleet and Justin Hyatt.

A big thank you to everyone who submitted a report about their World Carfree Day action, keep up the good work!



Photo by Sam Fleet

world news

Al Gore and the IPCC Share Nobel Prize

The decision of the Nobel Foundation in Oslo was to jointly award the Nobel Peace prize to Al Gore and to the Intergovernmental Panel on Climate Change (IPCC), for their dedication in bringing worldwide attention to the problem of climate change.

The award comes near the end of an extraordinary year for Gore, one that has seen both an Oscar for his film *An Inconvenient Truth* and an Emmy for his current TV channel. The decision made in Oslo widened the remit of the award to include climate change, a controversial, but significant move that recognises the potential for climate change to increase the risk of violent conflict and war.

Regarding Gore's work, the committee said: "He is probably the single individual who has done most to create greater worldwide understanding of the measures that need to be adopted." (See also Studies & Reports)

New York City Eyeing Congestion Charge

New York's Mayor Michael Bloomberg paid a visit to London on October 1 to note the improvements London's Congestion Charge has made to reduce cars on the street and increase bicycles. After the two mayors toured the city by bus, the London city government press department reported that 70,000 fewer cars were entering the city daily, along with a 58% drop in serious or fatal traffic accidents. The city has also raised 122 million pounds for transport and bicycle infrastructure. Earlier in the year Bloomberg already began developing a pricing plan, which once approved by the Traffic Congestion Commission, will allow for the congestion charging scheme to be implemented in New York City.

Bogotáns Fail to Re-Elect Peñalosa

Bogotá held mayoral elections at the end of October. Enrique Peñalosa, its former mayor who ushered in major changes such as Bus Rapid Transit and Carfree Sundays in the late '90s, was only runner-up. Samuel Moreno was the preferred candidate, and he beat Peñalosa by a significant margin. In terms of transport, the approach from the elected mayor is not yet clear, but it will almost certainly lack the energy of Peñalosa's sustainable transport platform. Peñalosa had been working on a new transport policy with a team of 20 members for the past six months. Moreno has included his plans for a subway in his campaign, even though city and national governments stated that there would be no funds for this.

PARKing Action Achieves Permanent Change

After a REBAR-like PARKing action in Geneva, Switzerland, the area in question turned permanently carfree. Due to the fact that some protected plant species sprung up there, the area could no longer be reconverted to parking spaces. What resulted was that a whole street became carfree, and now apart from its greening there are also bicycle parking facilities and cafés that expanded into the street.

13 Years Around the World on Human Power

British citizen Jason Lewis just completed a 13-year trip around the world using only the power of the human body. The 40-year-old man arrived in Greenwich on October 6, finishing the last leg of his journey in his boat Moksha, pedalling up the river Thames. He travelled 74,000 kilometres (46,000 miles) around the world, riding a bicycle, pedal-boat, kayaking, hiking and



Photo by Expedition 360

swimming. During the course of his trip he broke both legs in the United States after being run over by a car while rollerblading and he was also threatened with a 40-year jail sentence in Egypt for illegally crossing a border. Lewis intends to continue his career by organising expeditions for young people and giving talks on climate change.

- Expedition360.com

Operation Amble

Police in Adelaide, Australia, have begun to crackdown on the city's pernicious pedestrians.

Operation Amble will involve police paying extra attention to pedestrians with particular emphasis on those who disobey traffic signals. "Pedestrians are vulnerable road users," says superintendent John Thomas. "In addition, pedestrians who disobey traffic signals cause significant risk to drivers, and the behaviour disrupts the regulation and flow of traffic."

- South Australia Police on
<www.sapolice.sa.gov.au>

Peak Oil Prices Come with Peak Oil

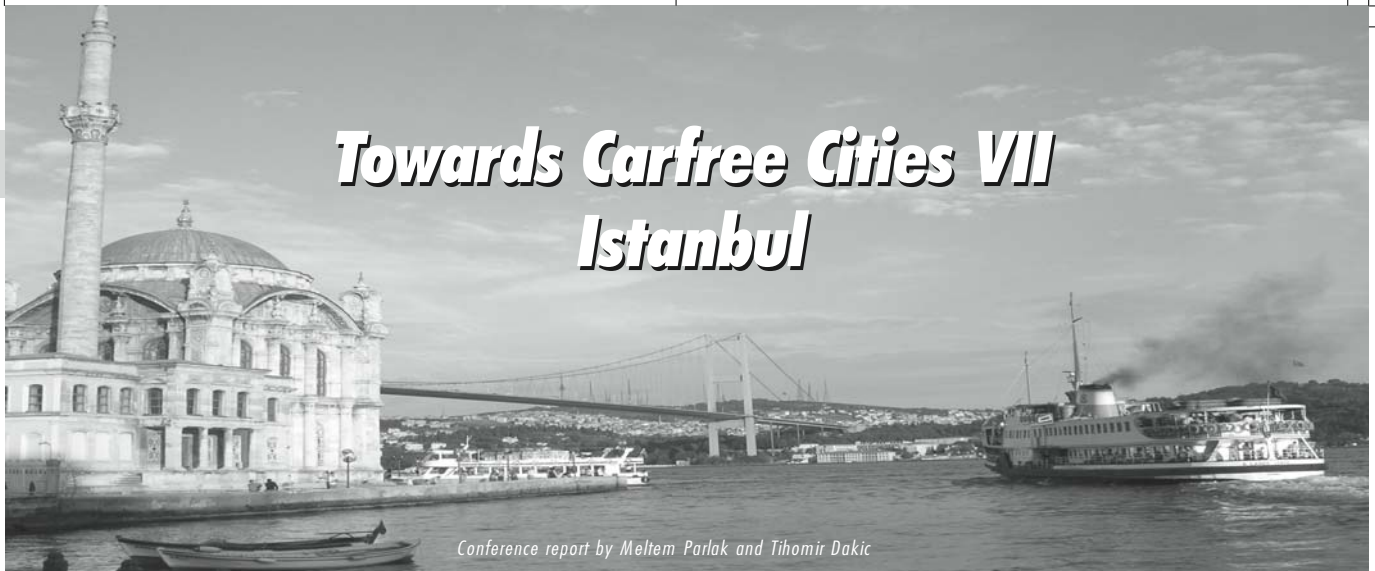
The German-based Energy Watch Group has just released a report stating that the worldwide oil production peaked in 2006 and will drop by around 3% a year. As early as 2030, global availability of oil will be half that of the 2006 levels. Apart from this, major fossil fuels such as coal and uranium are also dwindling in supplies. Hans-Josef Fell, from the German Green Party sees very grave dangers in this, including humanitarian disasters, wars and economic crisis, whereas Leo Drollas, from the Centre for Global Energy Studies in London, denounced the report as "scaremongering". Meanwhile oil prices have reached record levels and topped US\$90 per barrel in mid-October.

Czech President in Denial

Czech president Vaclav Klaus addressed the United Nations conference on global warming this fall, and caused somewhat of a stir by strongly downplaying the realities of climate change. He also claimed that "freedom, not climate is in danger" in an ad featured in the Washington Post. Klaus has in the past claimed that the environmental movement poses a threat to freedom and has placed himself directly opposite of Al Gore in the debate surrounding climate change.

Malta to Get Carfree Neighbourhood

Plans are underway to create a large pedestrianised area in Malta's capital, Valetta. With an area of roughly 2500 m², centred around the Piazza Tigné, the government made it clear to MIDI, the project developers, that the carfree concept would be essential to the project. Once completed, the pedestrian area will also offer an uninterrupted shoreline to the public and will be able to accommodate cafés, cultural amenities and open-air activities. A part of the solution to deal with the traffic involves constructing a tunnel through the premises.



Towards Carfree Cities VII Istanbul

Conference report by Meltem Parlak and Tihomir Dakic

With the theme “Building a Livable Future in a Changing Climate,” this year’s Towards Carfree Cities conference, held in Istanbul, Turkey, emphasised the importance of quality of life in the city and the sustainable use of natural, historical and built environments.

The conference brought together traffic engineers, sociologists, economists, architects, activists, decision makers, developers, and citizens. In all there were 200 participants from 20 countries — with a core group of 60 who attended every day of the week. Several NGOs and municipalities worked together on the conference, including also 22 volunteer staff — mostly urban planning students — whose time, energy and friendliness made the conference a big success.

The conference also had a big impact in the media — 54 different local and international newspapers, TV channels and radio stations showed interest in the conference theme and the carfree concept.

The event also served as a starting point for taking actions and making new decisions for the future of Istanbul, especially important as this is a city of over 12 million people and 2.6 million motor vehicles. The city does provide an organised local public transport system, with metro, buses, trams, funiculars, trains and ferries. Unfortunately we saw few people on bikes aside from our trip to the islands, due to a lack of bike infrastructure and very chaotic car traffic in the city.

On the main day at the Istanbul Metropolitan Planning and Design Centre, we heard from three keynote expert speakers. Ole Thorson explained how to build a sustainable future based around pedestrian-friendly streets and public space. Erhan Öncü showed the various ways that we currently “make cars free” and how this needs to change. Haluk Gerçek shared data about the existing traffic situation in Istanbul and focused on overcoming the economic, cultural and political difficulties involved in creating change.

Over the five days there were over 50 presentations, workshops and discussions — all focusing on different aspects of the carfree concept. (See full list on p 24.) We took care to divide our time between these indoor activities and getting out to see the city, with educational tours and excursions.

The Mayor of Küçükçekmece Municipality joined us in the action of painting stencils on one of the few bike paths in the city. Later in his presentation of the region, the Mayor explained the municipality’s efforts to change the present situation and the goals that they want to reach.

One more action was organised by our Turkish hosts — converting a large parking lot (50 car spaces) into a park with artificial grass, exercise equipment, a painting exhibition, a yoga area and a relaxation space. The activity also included a commitment activity where Mayors, officials, participants and local citizens made commitments to carfree policies and behaviours.

A special treat was the excursion to Büyükada Island, the largest of the five carfree Prince’s Islands. Apart from strolling and riding bikes around the island, the excursion included a meeting with the Mayor, who promised that, no matter how fast the car industry develops, this island will remain carfree. (Full story page 15).



In closing, it must be said that our Turkish hosts left us speechless with their hospitality, organising a catered dinner on a boat, with Turkish native music and singing. It was the most beautiful night in Istanbul. This year’s conference, thanks to the Turkish people, can be counted as one of the best.

Youth Inclusion in the Urban Environment (YIUE)

Immediately in the wake of the Towards Carfree Cities conference, World Carfree Network organized a weeklong international youth exchange in Istanbul, Turkey, under the title “Youth Inclusion in the Urban Environment”. It was funded by the Council of Europe’s European Youth Foundation and took place from September 2-8 in Istanbul.

The exchange brought together 27 young people from 11 different countries, with the goal of facilitating youth participation and leadership in local decision-making and adapting the urban environment to promote social inclusion of young people across cultural boundaries.

Besides being able to take part in interesting workshops given by selected experts, cultural exchanges and outings were experienced in equal measure. This included a magical boat ride on the Bosphorus as well as a visit the carfree island Büyükada. Every evening cultural programmes were held on the rooftop terrace of the youth hostel, where the participants stayed.

A highlight of the exchange was the visit to the district of Kuzguncuk, where empty lots were considered for conversion into useful community spaces, such as a playground. Small groups built models using construction materials. This was done under the watchful vigilance and occasional participation of children from the neighbourhood.

Like the Towards Carfree Cities conference that took place the week before, participants fully enjoyed their stay in the remarkable city of Istanbul, especially enjoying the warmth and friendliness of the Turkish hosts, making new friends from around the world and learning a lot.

NEW REGULAR!

CARFREE PLACES

Prince's Islands, TURKEY

The carfree Prince's Islands, a 30 minute ferry ride southeast of the centre of Istanbul, offer everything that the central, busy parts of Istanbul are missing — quiet streets, small, secluded beaches and clean air. The *Adalar* (or islands), as they are known by the locals, are situated in the Sea of Marmara, and form their own municipal district of Istanbul. The archipelago consists of nine islands, only five of which are populated. The two largest and most popular with tourists and Istanbul residents are Büyükada (which means "big island") and Heybeliada. The smaller, quieter ones are Kinaliada, Burgazada, and Sedef Adasi, which is the smallest populated island.

A Bit of History

During the Byzantine period, the prince and other royalty were exiled to the islands, and later members of the Ottoman sultan's family were exiled there too, lending the islands their present name. During the 19th century the islands became a popular resort for Istanbul's wealthy, and Victorian era cottages and houses are still preserved on the largest of the Prince's islands.

Although historically very diverse — ethnically and culturally — the islands have gradually taken on a more Turkish character, due to the influx of wealthy Istanbulites. This process began in the first days of the Turkish Republic when the British Yacht Club on Büyükada was appropriated as Anadolu Kulübü (Anatolian Club) for Turkish parliamentarians to enjoy Istanbul in the summer. Leon Trotsky was among its famous residents for four years from 1929 after his deportation from the Soviet Union.

The Islands and their Inhabitants

The population of the islands ranges between 20,000 off-season to 200,000 in the summer. Residents are busy running grocery shops, restaurants and a few hotels; fishing is also still important. Each island reflects something of its origin — from "Armenian" Kinaliada with white houses and red roofs, quiet streets and laid back atmosphere (next to no horse carriages), to "Greek" Burgazada with green, cultivated hills, a church, a mosque and even a synagogue. Also, Jewish communities still constitute a small part of the islands' population.

Physical Traits

Büyükada was declared a SIT area (status designating historical preservation) in 1984 and has since been protecting its characteristic

features as being one of the most distinguished places in Istanbul, according to Neziha Bayraktar, Director of Adalar Kültür Derneği. This NGO is not only organising cultural events on the islands but is also involved in tree planting. The islands are famous for formations of Red Pine Tree forests and many exotic plant types (such as Maki e.g.) which have adapted to the islands' mild climate. Unfortunately forest fires are frequent on the islands; the last one in 2003 destroyed some of the woodland on Burgazada. Like the mainland, the islands are also very hilly and contain both built-up areas (partly on steep hillsides) and hilly forested areas.

Enjoying the Leisurely Life

The largest island of the group, Büyükada, has an abundance of horse carriages (concentrated on the main square), street restaurants and cafes and beautiful white gingerbread villas. There is a little promenade with swimming spots, beaches (many private) and a picturesque port building with Ottoman tile decorations. Visitors can rent a bike or walk to the island's western shore and enjoy a simple beach and a great restaurant overlooking the sea. Büyükada offers sports and an internet café, a school, athletic grounds, and many other amenities of a small town. The greenest of all the islands is the Heybeliada, home to the Hagia Triada Monastery and the Merit Haki Palace hotel, with great sea views. Heybeliada also offers a variety of cafés and bakeries, small hidden beaches

and great walks or bike rides through its forests. In addition to that there is also a Naval Army School. Scuba diving is popular and is common around the smaller islands.

Proudly Carfree

The Mayor of the Prince's islands proudly states that there have never been any cars on these islands (except for service vehicles — police, sanitation, fire vehicles and a few delivery vehicles), and it will remain so in future. When you enter the islands you will feel the difference immediately: people stroll leisurely along the promenades, bicycles abound with bike rental shops on almost every corner, and also hundreds of horse-drawn carriages (which can amount to a distressing level of traffic on certain streets). There are currently more than 230 such vehicles on the islands, most of them at Büyükada. Tourists are frequently transported around the larger islands at a surprisingly fast clip — thus pedestrians are advised to be ready to jump out of the way when the familiar galloping sound can be heard!

The only way to reach the islands is by taking a boat from the mainland; however, service is frequent, leaving from embarkment points such as Eminönü and Kabatas on the European side, or close by Bostancı harbor on the Asian side.

By Daniel Mourek.



Carfree Area Statistics

Name:	Prince's Islands
Location:	Istanbul, Turkey
Character:	An archipelago consisting of 9 islands, 5 of which are inhabited
Population:	From 20,000 in winter time to 200,000 during summer
Area:	Büyükada: 5.36 km ² , Heybeliada: 2.4 km ² , Kinaliada: 1.3 km ² , Burgazada: 1.5 km ² , Sedef Adasi: 0.157 km ² , Yassiada, Sivriada: 0.05 km ² , Kasikadasi: 0.006 km ² , Tavşan Adasi: 0.004 km ²
Forms of Transportation:	Walking, Cycling, Horse-drawn carriages
Getting there:	By regular ferry service from mainland Istanbul



member group profile

Time's Up! Direct Action in the Big Apple

By Sara Stout

In September 2007, Time's Up! Environmental Group celebrated its 20th birthday. Founded in 1987, by Bill DiPaolo and a handful of volunteers, Time's Up! has remained committed to its original mission of improving the environment by empowering individuals to become active members in their communities. After 20 years, the group has grown to include over a hundred volunteers and engages thousands of people in its activities every year.

Time's Up! started with a poster campaign aimed at raising awareness about the connections between everyday choices and environmental issues. From there, the group has gone on to support a wide variety of projects — ranging from protecting community gardens, to traffic calming rides, to raising awareness about preserving rain forest ecosystems.

Time's Up! is unique in that it is run entirely by volunteers. "This means that the people involved are very passionate about what they are doing," says Barbara Ross, a volunteer who has been working with the group for over a decade. "We do what we do, not because we are getting paid, but because we know that protecting the environment is the right thing to do," she says.

Barbara's first experience with Time's Up! was in 1994, when she joined a "Moonlight Ride" in Central Park: "In those days, nobody went in the park alone after dark." By providing

safety in numbers, Time's Up! makes it possible for people to enjoy riding in the park at night. Barbara then went on other group rides, where she gained confidence navigating city streets with cars. Before honing her skills on these group rides, she rode only for recreation. Now Barbara's bike is her primary mode of transportation. She also rides with the Time's Up! Clown Brigade, leading rides where cyclists dressed as clowns give tickets to cars parked illegally in the bike lane.

"I think some of our strongest campaigns have been in promoting non-polluting transportation" Time's Up! director Bill DiPaolo says. "Many of our other projects, like protecting public space and community gardens have been

“ Time's Up! is unique in that it is run entirely by volunteers. ”

very successful too, but the great thing about our transportation campaigns is that there really isn't a limit to how many people could be riding bikes, especially in Manhattan where most people don't own a car."

Aside from leading group bike rides, Time's Up! has promoted non-polluting transportation



Photo by Lopi LaRoe

with a variety of campaigns and activities. From helping to introduce pedicabs in Manhattan in 1992, to campaigning tirelessly for Carfree Parks, to pioneering the Street Memorial Project — commemorating cyclists and pedestrians killed by motorists, to hosting workshops teaching new riders basic bike maintenance, Time's Up! has been successful in improving the environment on the streets of NYC and has also served as an example for other groups around the world.

"One thing that continually impresses and re-inspires me about Time's Up! is how the group is able to take on new campaigns and produce new events thanks to the energy and focus of new volunteers building on the work the group has done in the past" says Hannah Borgeson, who has been involved with Time's Up! since the Central Park Traffic Calming Rides started in 1993. "More so than with other groups I'm involved with, at Time's Up! people connect the dots across a wide range of issues, and make everything seem intuitive and easy."

Operating on a shoestring budget and sometimes facing strong opposition from the powers that be, Time's Up! has not only survived 20 years in action, but is thriving. "In the next 20 years the issue of protecting the environment will become even more important" Bill DiPaolo says. "Our goal is to keep our group sustainable, by supporting each other and working together so that we can continue to promote sustainability on a larger scale."

Congratulations and Happy Birthday Time's Up!

For more information, inspiration and the special Time's Up! timeline: <Times-Up.org>.

Still We Ride, the documentary about Manhattan's Critical Mass Bike Ride and Time's Up!'s efforts to defend the rights of NYC cyclists is available from the WCN Resource Center (see pages 28-29).



The Time's Up! Clown Brigade in action.



**When religion and environment intersect, what picture r
stories, essays and interviews that touch upon the ways
feel about the environment and mobility issues. The cen
some of views held by major world religions and the pro
to this feature.**

A religious person thinks the universe is in balance. This balance could not have been destroyed. In the Koran God says "Don't disturb the balance." (Rahman: 7-8) A Muslim knows the universe is created with a balance and does not want to disturb that balance. Mohammed says if you know the world will be destroyed tomorrow, you will cultivate trees today. In Mecca and Medina it is forbidden to hunt and cut trees. We refrain from waste. We only consume what we need. It can be water or other things. For example to talk too much is very consuming. So we save our talking too. Although we destroy the environment now, the real Muslim should protect it.

Islam

In Judaism, the Torah prohibits doing harm to the earth that God created. "Do not cut down trees even to prevent ambush, do not foul waters, or burn crops even to cause an enemy's submission." (Devarim 20:19) The Talmudic law *bal tashchit* (do not destroy) is a composition of specific prohibitions against wasteful behaviour, and it is one of the most important Jewish precepts cited in contemporary Jewish writing about the environment. It bespoke the Rabbi Aryeh Levin's respect for nature, when he commented that "Every sprout and leaf says something meaningful, every stone whispers some hidden message in the silence — every creation sings its song."

Judaism



ect, what picture results? The following pages consist of
uch upon the ways that followers of different religions
ility issues. The centrefold offers a brief introduction to
igions and the prominent people of faith who contributed
to this feature.

On the surface, Buddhist ecology is simple: when we understand what we really are, we will be at peace with our environment and ourselves, and will live a life in harmony with nature. Nature is a spiritual force, a teacher and a way of life. This thought is rooted in tireless practice and meditation in the search for our true selves, and the true nature of reality.

Buddhism

We know that the Earth's bounty is being plundered beyond repair. Statistics about extinction of species, devastation of rain forests, melting of ice caps, desertification, and rising sea levels threaten to overwhelm us everyday. We are confronted with nothing less than the urgent task of sustaining life on Earth. Christian Ecology Link has created four distinctive guiding words to help us to work out in practice what it means to raise our voices in holy rage against the devastation of God's Earth. These words are prophetic, empowering, pioneering, and hopeful.

Christianity

faith environment

CHRISTIAN ECOLOGY LINK – FASHIONING A PROPHETIC SPIRITUALITY FOR TRAVEL AND TRANSPORT

composed by members of the group

As Christians, and as members of the community of Christian Ecology Link, perhaps our most important task is to formulate a prophetic discipleship for our times, and to work towards creating a community of prophetic resistance. The prophetic dimension of Christian Ecology Link as a community incorporates three actions. First, a critique of ecological sin. This might involve campaigning and political lobbying against globalising market forces, economic systems that breed injustice and unfettered consumerism. Second, developing prophetic vision. We need to imagine ourselves to be a community conscious of dwelling on this Earth. It is not that we are asking every Christian to stop what they are doing and become environmentalists.

No. But we are calling all Christians to ground whatever they are doing in the life of the Earth – with intention, with care and with determination.

Imagination provides us with the inspiration to act. Poetic imagination leads to vigorous activism. Prophetic vision keeps our feet on the ground and our hope alive. Third, participating in rituals of grieving and mourning for what is lost. As part of our prophetic discipleship, in our community liturgies, we can recover the tradition of prophetic lament for all that has gone, and for all that continues to be destroyed.

Christian Ecology Link seeks to explore and develop our distinctive contribution, based on our four guiding words, whilst at the same time working in partnership and in connection with all those individuals and organisations whose aims are similar to our own. These might include Jewish, Muslim and Buddhist eco-theologians and activists, feminist theorists, justice oriented groups, counsellors, organic growers, poets and protectors of the natural world. We recognise the holiness of diversity, the goodness of the more-than-human world, and the multiplicity of truth. Our work is eco-social in that we make connections between social issues (poverty, health) and environmental issues (climate change, water shortages). Justice for the Earth is central to, and belongs with, the well-being of humans. Specifically, Christian Ecology Link offers the support and solidarity that enables its members to commit to lifestyles geared to the survival and flourishing of threatened species and peoples and to restoring and preserving the bounty and beauty of God's Creation.

If we are called to ground all our activities in the life of the Earth, including our modes of transport, what would our way of getting around look like? CEL's EcoTeams programme is encouraging church groups to look in detail at their travel habits. So many want to defend their use of a car, or flying off on holiday. Both have their place, but like everything else we tend to abuse them and see them as a right instead of the privilege that they really are. At a church level there are some who literally have no choice but to use a car – either because of a disability or because they live away from a bus route. The EcoTeams material suggests arranging to pick up others who are in a similar situation and bring them to church. Half empty cars are discouraged. If buses do not coincide with services the group is prompted to look into whether the bus company can be persuaded to modify its service – and then to encourage as many as possible to use it. Aside from church services meetings can be arranged to coincide with public transport. We encourage churches to support Sustrans, the Environmental Transport Association and the Campaign for Better Transport – and make a big thing of it with notice board displays, sermons etc.

Many churches hold walks on Saturdays – and some have arranged

cycle rides. Very few churches have secure bike racks. We would love to see a church with a row of bikes at the front door. Similarly very few vicars/ministers cycle to church. One minister in Scarborough cycles everywhere and is known as "the green vicar", but he is the only one! We live such busy lives. As soon as people have got through the church service they have to be off doing something else. So the car has to be used to be able to fit it all in. We need to slow down and relax, particularly on God's day; just take time to be. Walking, cycling or just sitting on a bus is wonderful therapy after a busy week.

There is, of course, nothing wrong with the car, in many ways it has set people free. What is wrong with the car is what we have done with it in allowing it to appeal to the basic emotions of the majority. Speed, colour, shape and most importantly, status, are all wrapped up in this metal box, often seen as a fashion accessory. Though individual vehicle emissions are dropping, with a rising world population there are more and more vehicles on the world's roads, so overall emissions rise. Society today is hooked to dependency level on the car, so the present pollution situation will get worse

without a major turnaround in the perception of the car.

CEL and other Christian organisations campaign to reduce greenhouse gas emissions and to save our countryside from being covered in tarmac. Ann Pettifor, Director of Operation Noah, says that

"modern life does not leave much room for manoeuvre to individuals. It is difficult for people not to use a car if there are not any bus routes or safe cycle paths near where they live; it is also hard to ask people to renounce flying to exotic places when there are adverts everywhere for cheap holidays in the West Indies or the Maldives. Only governments can provide solutions which will significantly reduce transport of goods and people. That is why we are asking Operation Noah supporters to write to their MPs or the Prime Minister to regulate and ration carbon emissions." EcoCongregation is a programme for churches providing a framework and resources for practical church action on environmental issues, including transport. Two of their award winners, Selly Oak and Bramford Road Methodist churches, have put in cycle racks and Holy Trinity, Cleve, campaigned against the expansion of their local airport, saying that they knew that this meant they had to commit themselves to reducing their number of flights. The European Churches Environment Network also encourages reduction in car use.

Christian Ecology Link is encouraging all to travel lightly on the Earth. Travel local. Practise sharing. Appreciating what we have. Just to live is a blessing.

THOUGHTS ON CONSERVATIVE EVANGELICAL CHRISTIANS AND THE ENVIRONMENT

by Luc DeArme

There seems to be this reactionary disposition that conservative Christians have towards environmental groups. They seem to view them as free-loving-hippy liberals that want to propagate hedonistic communal living, rather than concerned citizens of the world. All exaggerations aside, I think a lot of conservative Christians do view "secular environmentalists" as just a group of liberals trying to push their liberal agenda, and consequently, the deeper message gets ignored.

I don't think conservative Christians have any particular faith based views against environmentalism, but I think that Christianity and patriotism in North America are deeply intertwined. This is an

important point because considering North Americans' ethnocentricity and general attitude towards the rest of the world, if we add in a strict, legalistic, religious component into the mix, we're prone to get very narrow minded and dangerous views towards a global problem. If "God bless America" is the motto, than no wonder North Americans feel justified and entitled to live in whatever way they please since they are, by default, blessed by "God".

It's the "out of sight out of mind" syndrome as well. If we can't see the direct repercussions of our lifestyles on the environment, then the situation must not be as grave as those "Liberals" say it is. I think it is very hard for some conservative Christians to admit that their modes of life, their daily habits, routines, their consumerist choices, their "God blessed" lives, are actually very detrimental to the environment. That would be admitting that the way they are living is wrong, and how could that be so? This sort of illustrates the Thomas Theorem, "If men define situations as real, they are real in their consequences." If they truly believe that this country is blessed by God, the status quo — suburban life and the environmental hazards that come with it — can not be wrong. Anybody who challenges this life-style is thereby challenging the "American way of life" and God's sovereign plan for this country.

Having been raised in a relatively conservative household, I've been trying to identify the reasons why there is a lack of investment among some Christians towards the wellbeing of this planet — "investment" being the key word. The promise of the rapture, or the second coming of Jesus, being a constant possibility, I can't tell you how many times I was told that the signs were there, and that the second coming would happen within my own lifetime. There is no investment in the future of this planet because all things shall pass and the rapture is eminent anyway. Life on this earth as we know it was never meant to be a long-term thing in the first place.

You also look at it this way: Conservative Christian = Republican = Corporate interest.

Some Republicans notoriously push for lenient environmental laws or restrictions for big corporations in order to maximize profit and cheap production. A lot of them say global warming is left wing propaganda because they don't see green practices as financially beneficial to their business.

One of the arguments, by certain conservatives, was that the worship of God was more important than the worship of God's creation. Almost insinuating that anyone who values the wellbeing of this planet is some Pantheist or some mother-nature loving new-ager. Just consider the words of Rev. Jerry Falwell: "I am today raising a flag of opposition to this alarmism about global warming and urging all believers to refuse to be duped by these 'earthism' worshippers," Falwell said in a Feb. 25 sermon on "The Myth of Global Warming" at his Lynchburg, Va., church. Wow, that's certainly damning evidence of the traditional alignments.

The recent change of heart from a lot of conservative Christians regarding a more proactive stance towards global warming comes more from the pressure progressive Christians are putting on them, rather than the effect that secular environmentalists may be having on them.

At the same time, a lot of Christians whom I would consider "progressive" Christians, albeit more proactive about environmental issues, still doubt the whole "global warming" issue. There is a growing trend for recycling, being less wasteful, eating organic, human rights (i.e. sweat-shops), exercising, the need for healthier life styles, amongst a lot of progressive Christians, but for them there still seems to be a distinction between that and buying into the threat of global warming. Progressive Christians are working harder at making their voices heard regarding environmentalism because they feel that the "conservatives" should not be representative of all of Christians in North America.

TWO PERSPECTIVES ON THE ISLAMIC FAITH AND THE PROTECTION OF NATURE



We put a few questions pertinent to the theme, first to Gitta Szekér, a Muslim from Hungary, and after that, to Isa Ugurlu, a teacher of religion from Bafra, Turkey.

Do you think that to be a Muslim has any particular bearing on environmental protection, or possibly on anything related to the car culture? Does being a Muslim have anything to do with our decision to drive or not to drive?

No, Muslims are allowed to own cars and drive, it has no restrictions in the Islamic law, apart from the fact, that in Saudi-Arabia women are not allowed to drive, but it has something to do with their culture, not with religion.

What is the general viewpoint of Muslims toward the environment? What is the viewpoint of the leaders or rulers of Muslim countries?

Islam actually does care about the environment — the root is in the Koranic verse that says Muslims will inherit the earth and everything in it. Therefore Muslims should care for the earth. Unfortunately the leaders of the Islamic countries do very little apart from rhetoric, especially in the Gulf, where oil exploitation is the number one income of those countries. In Kuwait, however, nowadays the government tries to reduce energy use by rationing water and light in certain parts of the day. But in my opinion, this is not the best solution.

Is there anything in the Koran that tells Muslims how to behave towards the earth, how to interact with the environment, anything to do with environmental protection? Is there anything in the Koran that could possibly have a reference to our driving culture?

Islam based on two things, Koran and the "Sunna" — they are the sayings and actions of Mohammed. Since he was born into a desert culture (Mecca, his birthplace, was in fact a city at that time), Mohammed

emphasised a lot on taking care of natural resources, such as water. For example Muslims have to do ritual ablution with water but Mohammed said, if there is no water or only a little, then a believer can perform this act with the soil of the desert. He also has many sayings about taking good care of animals.

But as for driving culture, I don't think there is anything that refers to that. Unfortunately many Muslims, especially in the Gulf, think of oil as "a gift of Allah", since it helps their economy and gives them political influence and they don't think enough about its harmful effects. It is also true that car ownership is a kind of a prestige among rich Muslim families.

What can you tell me about Islamic architecture? Are there special ways that cities and urban design should be arranged, according to Islamic principles, in Muslim countries?

The mosque should be the centre of the city — in one city, although usually there are many mosques. The minaret of the mosque should be the highest point, according to Mohammed, but nowadays actually the skyscrapers are taller than these. Islamic architects are trying to vary the western "trends" with the traditional Islamic designs. The sky is the limit, but sculptures or paintings about living things, such as humans or animals are forbidden in Islam, so we can barely see such things on buildings, or even

“ **Unfortunately many Muslims, especially in the Gulf, think of oil as “a gift of Allah”** ”



statues in the streets. As far as I know, the Ayatollahs, Mullahs, Sheikhs and other religious authorities are leaving architecture out of the discussion, as long as it doesn't harm the above-mentioned Islamic law.

Isa Ugurlu stressed the nature of balance (in the centrefold), evident from texts in the Koran, and further added these comments:

Mohammed also stated that the world is for praying. It is for praying so that it should be clean. Because Muslim people pray in clean places.

When a person drives, she or he should be careful not to disturb the environment with pollution. The conscious driver tries not to disturb walking people. For instance, passing a watery place, the driver should take care not to make people wet.

In the past the architecture was important in Islamic countries. When walking in the old city you shouldn't get wet on the street. A Muslim plans for gardens and the environment when building a house. The architecture of mosques is aesthetical. They built mosques and learning places and baths. When they are doing this they were sensitive to the local environment and not disturbing the balance.



ZEN AND THE ART OF ECOLOGICAL MAINTENANCE

Amongst the deciduous trees of the Catskill Forest Preserve, in a 250-acre site on Tremper Mountain, New York, sits the Zen Mountain Monastery; the base for the Zen Environmental Studies Institute (ZESI). Part of the Mountains and Rivers Order of Zen Buddhism, ZESI is a non-profit organisation that provides a combination of spiritual and practical training, with wilderness retreats and teachings in Buddhist environmental ethics, alongside programs in wilderness exploration and environmental monitoring

in the Catskill Forest Preserve; 35-acres of which is dedicated for environmental training.

ZESI's Green Dragon Society - a team of environmental lawyers, biologists, river engineers, bio-ethicists, ecologists, and media personnel - act as the organisations outreach beyond the Catskills, with the combined aim of developing an ecologically conscious community and restoring trust in the inherent intelligence of nature. Personal enlightenment and empowerment lie at the foundation of the organisation, and ZESI provides a platform for individuals to follow Zen Master Dogen's words:

"If you yourself, who are the valley streams and mountains, cannot develop the power which illuminates the true reality of the mountains and valley streams, who else is going to be able to convince you that you and the streams and mountains are one and the same?"

ENVIRONMENTAL DEBATE AMONG NORTH AMERICAN RELIGIOUS GROUPS

The National Association of Evangelicals (NAE) has recently functioned as a stepping-stone for debate about global warming. The vice president, Richard Cizik has been outspoken in taking a stance on climate change and urging the Evangelical community to take action on the issue. He also delivered a speech to the World Bank in 2006 where he underscored the importance of working with the issue of global warming to a greater extent within the Christian community. This resulted in a letter by L. Roy Taylor, the chairman of the NAE board, undersigned by various leaders, including non-members of the NAE, strongly criticising Cizik's stance on global warming, and requesting him to either quit with this issue or leave the organisation.

Although the position taken by Taylor was that the NAE is not qualified enough scientifically to take a stance on global warming (and should thus maintain a neutral position on the issue), the letter nonetheless referred to a report by the Interfaith Stewardship Alliance (ISA), titled *A Call to Truth, Prudence, and Protection of the Poor: An Evangelical Response to Global Warming*. This report is very sceptical about the realities of global warming, and urges not to try to intervene in any way, as "Human emissions of carbon dioxide and other greenhouse gases are probably a minor and possibly an insignificant contributor to its causes." [We've heard that one before - Ed.]

AN ANGLICAN PRIEST COMMENTS ON THE JUDAEO-CHRISTIAN TRADITION AND A PLANET IN CRISIS

by John Philpott

(Here just excerpts are presented from a longer article. To read the full article, please visit <Carbusters.org>.)

"The earth is the Lord's, and everything in it, the world, and all who live in it." So proclaims Psalm 24:1 and Jews and Christians everywhere say "Amen". In so doing the Judaeo-Christian tradition rejects a number of alternative ways of describing the reality of our existence.

If, as this tradition claims, God is in some sense responsible for bringing a material world out of nothingness, light out of darkness, order out of chaos and man out of the dust of the ground (Genesis 1 and 2) we have to ask why we are in a mess such that "the world order emerging is one almost no one wants. Human numbers are growing, forests are shrinking, species are dying, farmland is eroding, freshwater supplies are dwindling, fisheries are collapsing, rivers are constricting, greenhouse gases are accumulating, soot is contaminating the air, and lead is contaminating our blood." (Lester R Brown et al., eds., *State of the World* (New York: Norton, 1999), 170).

One answer to the question of how we have come to be in this mess

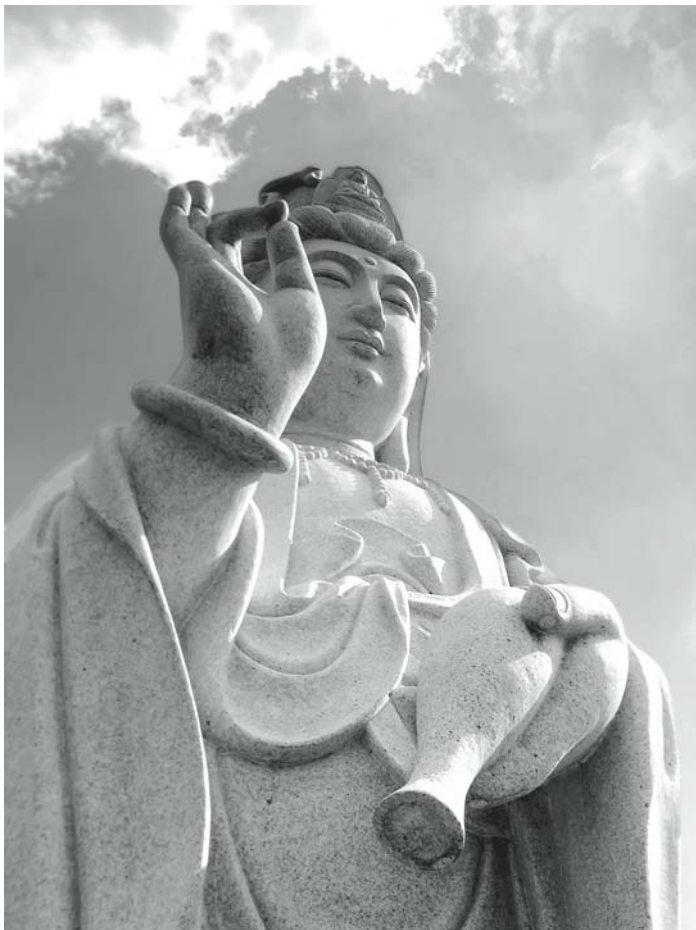




Photo by Navdeep Asija

was supplied by Professor Lynn White in 'The Historical Roots of our Ecological Crisis' [Science 155, 1967]. He argued that our ability to harness natural resources is marred by the deep-rooted assumption that "we are superior to nature, contemptuous of it, willing to use it for our slightest whim ... We shall continue to have a worsening ecological crisis until we reject the Christian axiom that nature has no reason for existence but to serve man ... Both our present science and our present technology are so tinctured with orthodox Christian arrogance towards nature that no solution for our ecological crisis can be expected from them alone." In reaction to this some Christians have said "Yes, we are guilty of delighting in God's command to man in Genesis 1 (v.28) to 'fill the earth and subdue it', but have been less aware of God's other command in Genesis 2 (v.15) to 'work the Garden of Eden and take care of it.'" As a result some ultimately destructive ways of thinking have become deeply embedded in Western society both in its Christian and sometimes Marxist forms.

It has to be said, however, that other societies, (e.g. those dominated by Soviet Marxism or Chinese state capitalism) have not shown themselves to be great guardians of nature either. Christianity need not take all the blame! Professor White later said that efforts to save the world from ecological disaster could not take place without insights from a Christian theology of Creation. We need also to remember that there is a difference between what the faith teaches and what sinful people actually manage to put into practice.

In theory, and I hope in practice, Christians rejoice in being generous, and have the inner resources to live simply so that others might simply live. Above all we have Jesus Christ's challenge to love our neighbour as we love ourselves. (Matthew 10:39). Our neighbour includes the planet on which we live.

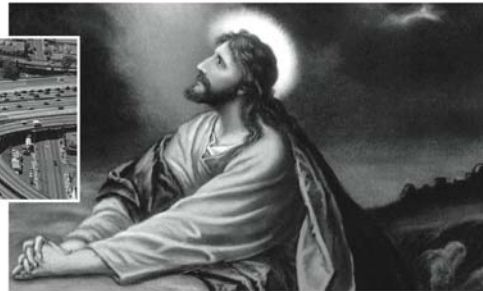
PUNJABI TOWN OF FAZILKA INCORPORATES RELIGION TO FIGHT GLOBAL WARMING

In the Punjabi town of Fazilka — only 11 km from the Pakistani border — residents are using a "divine" initiative to counter global warming, by making use of religious messages. The Graduate Welfare Association of Fazilka (GWAF) has made banners with Guru Nanak's *shabad* (holy

words) from *Gurbani* (the Sikh book of hymns). These banners are placed in or around temples and *gurdwaras* in the town. The *shabad* states: "*Pawan guru pani pita mat dharat mahat, diwas raat dui dai daiyan khele sagal jagat*", which implores followers to keep the earth and environment intact for healthy living and to preserve the health of the earth as that of any other member of the family. "There are many small steps suggested in *Gurbani* which can have a magnified impact on the lives of people," according to Navdeep Asija, head of GWAF and the initiator of the campaign. The religious angle was given, it is meant to reach out to the masses, according to Asija, who went on to state "It is not a big trouble for Fazilka, but our effort will have a global impact." His group held an environmental fortnight and hosted a seminar conducted by retired professor Bhupinder Singh. His group has also registered 56 Fazilka residents who have promised to revert to bicycle travel for shorter distances and would use fuel-run vehicles only when required urgently. The banners also ask people to use bicycles instead of vehicles and solar energy instead of combustible fuels and to refrain from an over-exploitation of natural resources.

Asija's campaign ideas have been well taken by Sikh scholars across the state. "Most of the words in *Gurbani* are still relevant and have a lasting impact in the present context," said a Sikh scholar. Avtar Singh Makkar praised the slogans and said, "Sikh scriptures are well thought out and foresee possible threats to human lives."

What Would Jesus Drive?



To some, the question might seem amusing.

But we take it seriously. As our Savior and Lord Jesus Christ teaches us, "Love your neighbor as yourself." (Mk 12:30-31)

Of all the choices we make as consumers, the cars we drive have the single biggest impact on all of God's creation.

Car pollution causes illness and death, and most afflicts the elderly, poor, sick and young. It also contributes to global warming, putting millions at risk from drought, flood, hunger and homelessness.

Transportation is now a moral choice and an issue for Christian reflection. It's about more than engineering—it's about ethics. About obedience. About loving our neighbor.

So what would Jesus drive?

We call upon America's automobile industry to manufacture more fuel-efficient vehicles. And we call upon Christians to drive them.

Because it's about more than vehicles—it's about values.

Rev. Clive Calver, Ph.D.
President, World Relief
Rev. Richard Cizik
Vice President for Governmental Affairs, National Association of Evangelicals
Loren Cunningham
Founder, Youth with a Mission
President, University of the Nations

Rev. David H. Englehard, Ph.D.
General Secretary, Christian Reformed Church in North America
Millard Fuller
Founder & President, Habitat for Humanity International
Rev. Vernon Grounds, Ph.D.
Chancellor, Denver Seminary

Rev. Steve Hayner, Ph.D.
Past President, InterVarsity Christian Fellowship
Rev. Roberta Hestenes, Ph.D.
International Minister, World Vision
Rev. Richard Mouw, Ph.D.
President, Fuller Theological Seminary
Rev. Ron Sider, Ph.D.
President, Evangelicals for Social Action

Sponsored By THE EVANGELICAL ENVIRONMENTAL NETWORK
10 East Lancaster Ave., Wynnewood, PA 19096 www.WhatWouldJesusDrive.org

Partial list of signatories. Affiliations listed for identification only.



The Empire of the Automobile has not only defaced the landscape, polluted the sky, and isolated drivers from their environment — it also tore open a new gap between the haves and have-nots: the inequality between those who have cars and those who don't. This has been especially cruel to people with disabilities, who tend to be have-nots in all societies.

Too much of the discourse on a carfree world ignores the needs of disabled people. Many of us will be disabled at some time in our lives, so we must include accessibility in any strategy to rein in automobile hegemony.

About one in ten people around the world has a disability that interferes with traveling. Most have mobility impairments — needing to use canes, walkers or wheelchairs to get around for short distances — and the rest are blind or deaf.

Disability is growing more common because better medical care allows more disabled children to live, thus to grow up, and more people to survive injuries and disease. Mass amputations and landmines have created hundreds of thousands of new amputees. Polio and leprosy are still common in poor countries. Diabetes, obesity, arthritis, car accidents and longer life spans are giving people in rich countries more opportunities than ever before to acquire disabilities as they age.

The automobile industry makes cars and vans accessible to anyone who can afford custom modifications enabling them to drive using hand controls, and/or to ride as passengers in their wheelchairs or scooters. (The term "scooter" can describe 3 distinct vehicles: small motorcycles; foot-powered platforms on wheels with a folding handlebar; and motorized 3 or 4-wheeled vehicles that people with disabilities can operate with little or no hand strength or ability to balance. When I refer to "scooters," I mean this last type.)

Other forms of transportation have been much slower to respond to the needs of people with disabilities. In some of the poorer parts of the world, disabled people are still expected to stay home or crawl on unpaved roads.

The major alternatives to cars are public transportation — mainly buses, trains, trolleys, taxis and ferries — and private alternatives to cars, such as walking and riding bicycles or motorcycles.

WHEN STEP ONE IS TOO BIG A JUMP

Let's start with walking. Most of us take it for granted that we can move around inside a building and get from it to a sidewalk, bus stop or train station. For people with spinal cord injuries, neurological conditions, missing legs and many other conditions, transferring from bed to a chair can be the goal of months of rehabilitation. Steps, curbs, potholes, gravel, sand, mud, and other surface conditions, which merely annoy the rest of us, are hazards and possible barriers to those with limited mobility.

Distance is no friend to those with mobility impairments. Electric scooters and wheelchairs can break down or run out of battery power. The simple lack of places to sit keeps many users of canes, crutches, and walkers from attempting trips any longer than the distance they are sure they can walk without rest. Long crosswalks and short pedestrian "walk" signals make getting from one side of a street to another a daily hazard.

In rural or undeveloped areas, a lack of sidewalks and paved roads discourages wheelchair use.

So a carfree world needs safe, sheltered rest stops; paved roads and sidewalks (with curb cuts); frequent level crossings with long pedestrian "walk" signals and strict enforcement of traffic laws.

TWO WHEELS, THREE WHEELS AND NO WHEELS

That brings us to cyclists. In my home town, New York City, too many cyclists see pedestrians as nuisances, preferable to car and truck drivers only because we cause less damage to a cyclist in a collision. For every wheelchair user you see on the street, 10 more are staying home because they are afraid to go out unless they have to, and cyclists who ride on sidewalks and ignore traffic rules contribute to their fear.

Blind and deaf pedestrians are also targets for careless drivers and cyclists. The deaf are at risk whenever drivers or cyclists honk, whistle, or shout to warn pedestrians to get out of the way. Blind walkers judge traffic by sounds — the silence of electric engines endangers them more than air pollution. They also are unlikely to hear a bicycle passing through a red light until it hits them.

It doesn't have to be that way. Cyclists can follow traffic laws,

“ **For every wheelchair user you see on the street, 10 more are staying home because they are afraid to go out.** ”

particularly when governments choose to enforce them. Well-marked bicycle lanes, protected from motorized vehicles by barriers, remove the need for cyclists to use pedestrian pathways.

Many young, otherwise healthy amputees, like landmine survivors in Afghanistan, learn to ride bicycles after learning to use an artificial leg. On the other hand, the elderly and people with balance problems or obesity are not good candidates for bike-riding lessons. They may, however, be able to ride tricycles, especially ones using arm strength instead of leg strength.

We don't see a lot of adult tricycles in New York City, but in Asia and Africa a mix of homemade and manufactured designs are used. The tricycle is a simple enough machine to be designed, built and maintained by people with little money or engineering training. Often tricycles are improvised from hospital wheelchairs, which are impractical on rough terrain.

CATCHING A RIDE, IF YOU CAN

That brings us to taxis, which take many shapes around the world: cars, minivans, motorcycles with sidecars, 2 and 3-wheeled pedicabs, animal-powered carts, and rickshaws.

All of these are accessible to anyone who can climb or be helped into a seat, as long as their assistive device can come along. That's usually where the problem lies. Motorized wheelchairs and scooters can weigh hundreds of pounds and may be too big to fit in a car trunk or the floor of a pedicab. In Asian countries, where pedicabs are the most common form of taxi, some have hooks on which a light wheelchair can be hung. Most motorized chairs and scooters can only fit into accessible cars or minivans, which so far are always large, gas-guzzling vehicles.

In wealthy countries, governments offer paratransit services as a cross between buses and taxis. Like taxis, they offer door-to-door service, but like buses, they are subsidized, often at a price close to mass transit. Paratransit services operate fleets of cars and minivans, most of which are accessible, that passengers call in advance to arrange a ride.

This sounds like an ideal solution for transporting disabled riders, but the reality is far from ideal. Trips must be reserved between one and seven days in advance. Vehicles may carry multiple passengers to different destinations, resulting in unpredictable trip times. Paratransit rides are often late or no-shows, stranding riders at home or at one end of a round trip. Environmentally, minivans are a disaster, especially when they carry only a single passenger.

MASS TRANSIT LEADS THE WAY

In New York City, most people with disabilities prefer to ride buses, if they can reach their destination with no more than one transfer. The municipal fleet is 100% accessible and no advance planning is necessary. Wheelchair lifts are being replaced by low-floor "kneeling" buses, which have a ramp that can be manually operated in case the kneeling mechanism fails. Low-floor buses save all passengers from having to climb steps to board and exit, and they are the norm in Tokyo and Budapest.

Buses are a perfect example of a system where the whole population benefits from universal design. In countries with limited bus fleets, rides can be too crowded to accommodate disabled passengers, even those who don't need wheelchair lifts. To make such systems accessible, operators will have to add vehicles, routes and trips, which will reduce crowding and make the buses safer for everyone: the elderly, people with heavy packages and mothers with children. They will

also need to offer clearly marked bus stops with sheltered seating and room for wheelchairs.

Railroad systems can similarly benefit from making their vehicles, stations and procedures accessible to the disabled. Boarding is one of the more hazardous points in any rail trip: as rail operators adjust platforms, lower car floors and make use of ramps or other safe, easy loading devices, all passengers will avoid injuries and be better able to load and unload baggage. The wider doorways and corridors that allow wheelchair passage

are more comfortable for all travelers, as are accessible bathrooms.

Ferries and other ships and boats are easily made accessible by installing seating on the same level as the boarding ramp. Gangplanks are essentially ramps; with the appropriate slope, smooth flooring and railings they are easily navigated by passengers with disabilities.

The biggest argument for making transportation more accessible in a carfree world is that environmentalists know it is always a mistake to waste precious resources. That includes children who can't get to school and adults who can't work and participate fully

in community life. Bringing people with disabilities out of the shadows will add a new source of creative energy to the redesign of society. ♿

Linda Ostreicher is a freelance writer and professional disability rights advocate who cannot ride a bicycle or drive a car. At present she can walk, but has many friends and colleagues who cannot.

“
Low-floor buses save all passengers from having to climb steps to board and exit, and they are the norm in Tokyo and Budapest.
”



STUDIES & REPORTS

Update on the Arctic

The US National Oceanic and Atmospheric Administration has produced an Arctic "report card" documenting the continued effects of climate change. A team of research scientists continuously study and report back their findings in a peer-reviewed website, which tracks changes in the Arctic environment. Reports include information about temperatures changes, Greenland's ice sheet loss or the extent that vegetation is spreading. More on <www.arctic.noaa.gov/reportcard>.

Earlier this year, Professor Peter Wadhams, senior oceanographer at Cambridge University, made a scientific voyage to the arctic and found things in a worse state than previously thought. Summer ice in the arctic, for instance, could disappear by 2020.

A further interpretation of this voyage, provided by the Ecologist's October issue, was that the period between 2020 and 2030 could see the first big climate change disaster; an environmental apocalypse engulfing most of the northern hemisphere, and tipped off by the melting of Arctic ice, upsetting the balance of the northern hemisphere's weather system.

The International Panel on Climate Change (IPCC), which shared the Nobel Peace prize with Al Gore (see World News), will publish its synthesis report (4th assessment report of the IPCC) on climate change on November 17. Follow up on <www.ipcc.ch>.

Diesel Fumes Linked to Heart Attacks

Scientists have further discovered the ways that diesel emissions can trigger heart attacks. Inhaling diesel fumes triples the stress on the heart by reducing the availability of oxygen, especially while exercising; moreover, diesel engines emit 10 to 100 times more pollutant particles than the average petrol engine.

Research was conducted at the university of Edinburgh, and the researchers recommended joggers to avoid car-clogged streets. Professor Peter Weissberg of the British Heart Foundation put it this way: "We would still encourage heart patients to exercise regularly, but preferably not when there is a lot of local traffic around."

- *The Independent*

SPUTNIC Launches Report on Challenges in PT Sector

Strategies for Public Transport in Cities (SPUTNIC) is a project, funded by the European Union, helping regional public transport systems in transition. Goals include helping public transport

run more efficiently and developing as an attractive alternative to private motorized transport.

Project partners include well-known NGOs like REC and UITP and public transport providers, such as Wiener Linien. Their most recent report, titled *Challenges in Public Transport Sector*, addresses issues such as the overall attractiveness of public transport services, how to create conditions more favourable to the development of public transport and how to develop a business-oriented approach to service and secure diverse sources of revenue.

Apart from reports, the project page includes also a newsletter and information on the different working groups and upcoming meetings.

- *SputnicProject.eu*

Culprit Found to be the Car, not the Candy-bar

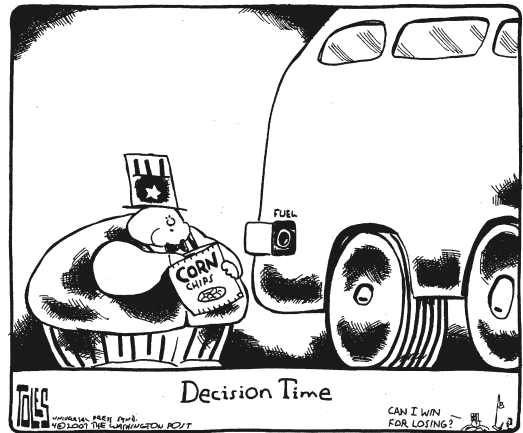
The National Heart Forum has demonstrated that increased car use is the key factor in rising obesity in Britain. Since the 1970's the proportion of households without a car has more than halved to only 19%. Concurrently, the average time spent walking every week has fallen to less than an hour. A further effect of this is that when a lack of exercise compounds over a year, the average adult gains 2 lb 11 oz (about 1.3 kg) annually.

These findings were placed squarely next to another study indicating that Britons do not consume appreciably more calories than a generation ago.

- *Guardian Unlimited*

Win-Win Emission Reduction Strategies

Todd Litman of the Victoria Transport Policy Institute (VTPI) has released a new compilation of strategies aimed to demonstrate how emissions can be reduced, while at the same time being cost-effective and reaping economic, social and environmental benefits. Among the "dozen excellent win-win strategies" are found the Pay-As-You-Drive (PAYD) Pricing mechanism, which is meant to encourage a reduction in driving by saving money in various places as well as parking and road pricing strategies, amongst others. Part and parcel to the solutions offered are Transport Demand Management (TDM) recommendations (also called Mobility Management), for which VTPI is known to have a comprehensive library. Full report on <www.vtpi.org/wwwclimate.pdf>.



Presentations given at Towards Carfree Cities VII

As a service to our readers, we list here the presentations and papers delivered during Towards Carfree Cities VII in Istanbul, Turkey. All of the presentations can be downloaded from <www.worldcarfree.net/conference>.

- Introduction to Carfree UK by Ed Beale
- Carfree Development in Europe - the UK Situation by Ed Beale
- Leisure, Liveability and the Post-Modern City by Karin Book and Lena Eskilsson
- Sustainability and Car-Passion in Istanbul by Mine Bora and Eda Beyazit
- Carfree Cities: A Message from Southwest Europe to Southeast by Manuel Leal da Costa Lobo
- Mobilization: A Toolkit of Measures to Improve Cycling in European and Latin American Cities by Ton Daggers
- Why Transportation Trends in Istanbul are not Sustainable by Haluk Gerçek
- Less Mobility, More Proximity: A Plea for Change in Urban Planning Priorities by Randall Ghent
- City Bicycle Route Maps: The Cologne City Bike Map by Ralph Herbertz
- Vehicle Navigation and Temperature Rise in the City by Orhan Kuntay
- The True Costs of Road Transport: How to Make People Aware, and How to Make Government Set the True Prices by András Lukács
- Making Cars Free in Turkish Cities by Erhan Öncü
- For Whom Are We Planning?: Priorities in the Street Space by Ole Thorson
- Accessibility for Disabled People by Ercan Tural
- Cars Driving Climate Change by Joeri Thijs and Jeroen Verhoeven

want to cut your car use?

Dear Anna

When I am in a rush I can't help but drive. Journey times are quicker. My life is very busy and free time is precious to me because I work long hours. Explain why I should choose public transport, bike or walking when it takes longer than driving?

Yours
Busy

Dear Busy

Yes the pace of modern life is quick. Too fast. Contrary to intuition, research shows that people are happier with access to fewer labour saving devices i.e. there is a more convivial society in tune with a natural pace of life. Proponents of slow food are rising and, I'll argue for less, slower and local travel.

Yet, sustainable travel doesn't always take longer. Cycling is quicker than car use in many towns. It beats bus use for trips of up to 8 miles. In traffic jams, bikes can overtake cars or use other routes. It's easier to find bike parking. There are some very fast inter city train routes and walking can beat driving if there are pedestrian only short cuts.

However, eco travel generally does take longer than driving per trip. Consider all the factors and decide if a few extra minutes are worth it.

1) Perception of Time. When asked, drivers massively overestimate public transport journey times and underestimate drive times. Are you sure driving is quicker? If so, by how much?

2) Overall Time. Total time in car ownership is huge — three hours a day writes Lynn Sloman in *Car Sick*. Not just paying for the car, fuel, tax, maintenance, parking etc but also the car care and extra costs in lost interest and garaging. Also landscapes and lifestyles change so that people are more distanced. Ivan Illich in *Energy and Equity* (1974) calculated that "the model American puts in 1,600 hours to get 7,500 miles: less than five miles per hour. In countries deprived of a transportation industry, people manage to do the same, walking wherever they want to go, and they allocate only 3 to 8% of their society's time budget to traffic instead of 28%". The bicycle is the most efficient of all transportation aids.

3) Speeding. Most UK car drivers deliberately break the urban 30mph road limit (59%). Do they save time? Not useful amounts of it. Research on three mile trips across York in stop go driving conditions found a 20 second difference between 30 and 25 mph. What use is 20 seconds?

4) Danger. Excessive and inappropriate speeds contribute to a third of all crashes. Drive slower! Be civilized if only because fast travel leads to more collisions and it hurts more. Energy equals mass times velocity squared. Every one mile per hour less reduces crashes by 3-6%. At 10-20mph cyclists and walkers survive a car crash in 95% of cases. At 20-30mph 55% survive and at 30-40mph only 15% survive. Cut rural speeds as 70% of fatal car crashes and 50% of cycle deaths happen on rural roads. Letting a professional drive is safer and far less stressful.

5) Journey Cost. Faster transport costs more than slower pace travel — with the exception of planes (which do not pay enough taxes given how polluting they are). Walking costs are small — shoes, maps and rainwear. Cycling allowances are 20p a mile tax free in the UK. Bus and train use can cost around 20p per mile and car use around 45p a mile. You can get a refund for serious train delay but not for traffic jams/gridlock.

6) Opportunity Costs. Whilst driving there is little else you can usefully do other than half listen to passengers or a stereo. Mobile phone use is very dangerous, even a hands free set. Working *en route* is fine when on a train. If you travel actively (walking, cycling etc) it gives exercise, which adults need half an hour most days and children an hour. Travelling other than by car means that you can pay full attention to your family and friends.

7) Community Involvement. Robert Putnam's US research *Bowling Alone* found that for every 10 minutes daily commuting time by car, there was a 10% reduction in community involvement. Cars isolate us from our neighbours. Walking, cycling and public transport provide opportunities for social interaction.



just call Anna

8) Pollution. Faster travel equals more fuel use, poisonous fumes, particulates and climate change gases, faster depletion of the world's stock of liquid fuels and brings us closer to peak oil. This is especially true of flying.

9) Noise. Fast vehicles are noisier — negatively affecting everyone.

10) Surroundings. Car use is dull. Out of a metal box, you might enjoy nature, often using traffic free routes and it will always be more interesting.

We can all cut journeys by minimising travel through strategies like home working, phone, text, e-mail, internet, home delivery and trip planning — carefully picking the right routes or waiting to chain purposes by linking two or more reasons for travel into one circular journey. These cut overall mileage. Avoid getting lost and try not to travel at peak times.

We have only 24 hours a day. Time is limited. Spend your time budget wisely through less and smarter travel for a more satisfying work life balance.

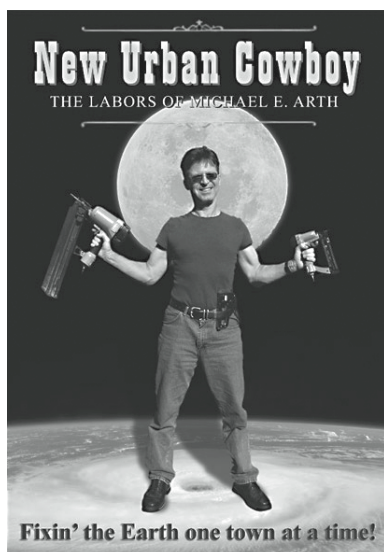
Anna Semlyen

Anna wrote *Cutting Your Car Use* — sales at 100,000+ copies. If you want to do a version for your country contact <john@greenbooks.co.uk>.



book club

Carbusters recommends these books and films for group discussion.



New Urban Cowboy by Michael E. Arth

DVD, 2007, 100 minutes + extras
Golden Apples Media
Newurbancowboy.com

"It's kinda hard to defend yourself wearing flip-flops" Earl Van Dyke indignantly declares half way through the film. As a long time resident of the neighbourhood known as 'Cracktown' in DeLand, Florida, one would be wise to listen to his experiences with the local dealers. When the aptly named Michael E. Arth moves into town from his home in Santa Barbara, California, he heeds the advice and replaces his flip-flops with a couple of nail-guns and some big ideas. So begins the story of one neighbourhood's metamorphosis from decaying urban jungle into the historical Garden District.

With US\$16,000, Arth purchased two buildings scheduled for demolition in an area of DeLand that had lost all sense of community and

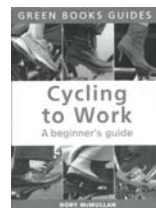
character. The houses in the area all dated between 1906 and 1939 and Arth envisioned following the example of towns such as Beaufort and Savannah, where restoration under the influence of New Urbanism had created oases of communal spirit. The film documents Arth's trials from day one; his dealings with local crack dealers, murderous employees, doubting financial supporters, demolition orders and incredulous locals. It documents the implementation of some of the basic tenets of New Urbanism: reducing traffic, increasing pedestrian amenities and creating compact, residential centres. In other words creating a place where pedestrians and residents regain their precedence over the car. Starting with just two properties, the project continued to expand and now structures representing 28 homes, in addition to many other buildings purchased by other like-minded individuals, are already restored. Families, journalists, photographers and artists returned, along with the elusive sense of community.

Throughout the film Arth is described separately as a visionary, an artist, a surfer, a writer, an architect, a philosopher, an ex-hippy and a friend to the stars. With clips of DeLand Mayor dedicating a day to Arth, stories of his Herculean achievements and convenient interventions by lightning strikes, it is easy to mistake Arth for a blessed Homeric hero; and the film can be easily written off as shameless self-eulogy. Despite the cynic within, it is difficult to emerge from this film without deep respect for Arth and his efforts. New Urbanism and New Pedestrianism may not provide completely carfree environments, but they provide realistic and realisable solutions to the design flaws in so many American towns, immeasurably improving the lives of the residents. And this is why Arth deserves so much respect: he is a dreamer, but a realistic and hardworking dreamer who gets results. The film ends with Arth planning his first carfree town (and I'm inclined to believe it will

work). If you're still not convinced you should see this film, then a two-minute cameo from Keanu Reeves muttering insanities about red velvet should provide reason enough.

- SF

LaborsOfHercules.org
PedestrianVillages.com



Cycling to Work: A Beginner's Guide

By Rory McMullan
Green Books, 2007, 95pp
ISBN 978-1-900322-12-6

"The message is simple; get fit, save money and be green."

Cycling to Work is one of the latest guides from independent UK publishers Green Books, who brought us *Cutting Your Car Use* and *Greening Your Office*. Succinct and to the point, the facts are laid out in an accessible format, punctuated with anecdotes and pictures of happy cyclists (naturally). McMullan details the health and environmental benefits that cycling brings, along with increased flexibility, freedom and punctuality. There is practical advice on commuting, inter-modality, route planning, buying a bike, safety essentials and even basic bicycle maintenance. Yet it's not all work and no play; the book provides information on cycling for fun and an excellent compilation of websites for groups, events and organisations offering support, advice and general jollities for you and your cycling companions.

If you have any uncertainties about your daily commute then this book offers all the essential information to get you cycling to work and beyond. Leaving you ready to cycle hard, pedal true, get to work on time and save the planet.

- SF



Do It Yourself: A Handbook for Changing Our World

Edited by the Trapeze Collective
Pluto Press, 2007, 306pp
ISBN 978-0-7453-2637-5

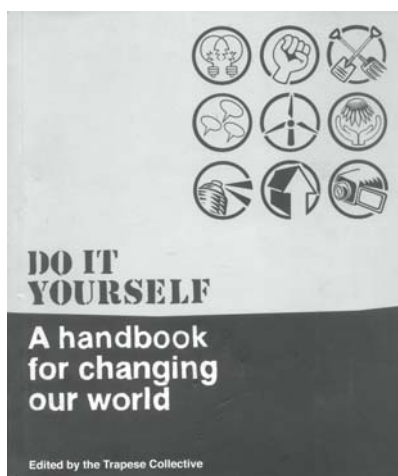
The title, together with the subtitle of this book, makes it rather clear what you'll be getting into: DIY techniques, a how-to-guide, with the two applied to nothing less than earth-changing activity. If a second subheading could be given to the book, it might be "How to do things out of the system." For much of this handbook concentrates on how to place as many realms of your life as possible outside of the official, capitalist-oriented system, and into a more autonomous realm.

The book might also be worded this way: A Handbook for changing Your World. Since, after all, most of the sections deal with activities that will have a most immediate effect directly on you and the social groups or immediate society in which you move about. At the same time, though, the authors would also have you know that the effects of your DIY actions and their subsequent reverberations also have the potential to effect change far beyond your own backyard.

Edited by the UK-based Trapeze Collective, every chapter has its own author(s). Each subject comes paired in two consecutive chapters: first, a theoretical discussion and introduction to the subject is given, making the case for the necessity of grappling with the particular issue, and second, the hands-on chapter is provided, where many of the techniques needed to put into practise the ideas formerly discussed are laid out. At the end of every practical chapter is a resource section with books and websites listed for further engagement.

Issues range from alternative medicine and health management, to media activism, consensus-based decision-making, taking direct actions and alternative forms of education, to name a few. Readers can learn such things as how to set up a community garden or how to organise social centres. The editors admit that given the vast field of issues that could be discussed, not everything could be touched upon in equal measure due to space problems, thus such topics as transport, housing or alternative economies did not receive their own chapters.

A deep-rooted thread running throughout the pages is a mighty suspicion of capitalism, and we are urged to find ways to resist capitalist enclosure and to seek out autonomous spaces, where we can make more sustainable decisions



about our lives and the structures that we want around us. Resistance is also a key word, and it finds its way into the collection of recipes in different forms, such as practising culture-jamming, political theatre or protest.

In the chapter titled *Why we need cultural activism* we hear some of the author's own experiences in a protest situation: "One of the most magical moments I have ever seen was in the Scotland G8 protests when a group of clowns was being penned in by riot police on horse and the clowns were fishing down the street in perfect synchronicity, clippity clop, clippity clop, clippity clop, doing a collective impression of a horse. As one of the major functions of mounted police is to intimidate protesters the act of laughing at the horses was significant in redistributing power and agency in the situation."

We are also treated to some amusing stories, such as the pranks that the "Yes Men" played to attract attention to corporate irresponsibility in a chemical spill in India, or how the "church of immaculate consumption" marches into Starbucks, using playful theatrics to bring attention to unsustainable business practises: "Brothers and sisters of Starbucks..."

It should be noted that there is a fair Anglo-American bent to this handbook and that citizens of North America or Western Europe might have an inherent advantage in finding the tools or willing labourers more easily in attempting to undertake some of the challenging ideas provided. That doesn't mean that the call to change is any less relevant in Zagreb or Zanzibar for that matter, than in the UK, just that the difference might be in starting groups from scratch, as opposed to plugging into already established groups or finding experienced practitioners to learn from, in the art of DIY autonomy creation.

- JH

Faith and Environment: Resources for further study

Organisations

- Zen Environmental Studies Institute
<Mro.org/zesi>
- Forum on Religion and Ecology
<Religionandecology.org>
- ARC – Alliance of Religions and Conservation
<Arcworld.org>
- Christian Ecology Link
<Christian-Ecology.org.uk>
- European Christian Environmental Network
<Ecen.org>

Articles

- Ecology in Zen Buddhism
<Cbs.ntu.edu.tw/FULLTEXT/JR-ADM/graef.htm>
- An Islamic perspective on environmental ethics
<Nur.org/treatise/articles/IslamicEnvironmentalEthics.html>
- Interpretations of the Talmudic law *bal tashchit* ("do not destroy")
<Jhom.com/topics/trees/bal_tashchit.htm>
- A large collection of articles on multiple religion and environment
<Daphne.palomar.edu/calenvironment/religion.htm>
- Global warming gap among evangelicals widens
<Cnn.com/2007/POLITICS/03/14/evangelical.rift/index.html>

Books

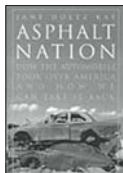
- Francis Schaeffer: *Pollution and the Death of Man*
- Benjamin Webb: *Fugitive Faith: Conversations on Spiritual, Environmental, and Community Renewal*
- Mary Tucker: *Worldviews & Ecology: Religion, Philosophy & the Environment*
- Eric O. Jacobsen: *Sidewalks in the Kingdom: New Urbanism & the Christian Faith*
- A K Bhatti & Dr Gul-e-Jannat: *The Holy Quran on Environment*
- Arthur Lyon: *Unless and Until: A Bahá'í Focus on the Environment*
- Richard C. Foltz: *Worldviews, Religion, and the Environment: A Global Anthology*
- Gary T. Gardner: *Inspiring Progress: Religions' Contributions to Sustainable Development*
- Roger S. Gottlieb: *The Oxford Handbook of Religion and Ecology*
- Donald Hughes: *American Indian Ecology*
- Mary Evelyn Tucker: *Worldly Wonder: Religions Enter Their Ecological Phase*
- Thomas Berry: *Evening Thoughts: Reflecting on Earth as Sacred Community*

RESOURCES

Nonfiction

Asphalt Nation

How the Automobile Took Over America and How We Can Take It Back
Jane Holtz Kay, 1998, 440 pages
EUR 20, £14, US\$23, AU\$32, or CZK 580



Asphalt Nation is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, personal and architectural solutions to the problem, Kay shows that radical change is possible.

Carfree Cities

J.H. Crawford, 2000, 324 pages
EUR 30, £21, US\$35, AU\$50, or CZK 890

An unapologetic argument for carfree cities combined with a detailed and well thought-out plan, *Carfree Cities* outlines a city structure carefully designed to minimise environmental impact and maximise quality of life.

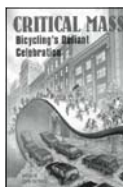
Car Busters Graphics Book

Car Busters, 1999, 44 pages
EUR 5, £4, US\$6, AU\$9, or CZK 150

Our graphics book brings together all the best graphics on file at *Car Busters* from the artists you see in the magazine. Includes information on how to produce attractive posters and leaflets. The graphics can be reproduced freely (for non-profit purposes) by activist groups for their leaflets, posters, newsletters, etc.

Car Sick

Lynn Sloman, 2006, 192 pages
EUR 19.50, £13, US\$25, AU\$33, or CZK 545
"Cars cause environmental destruction, provoke stress and tear the heart out of communities. *Car Sick* provides a page-turning account of how we got into this mess, and more importantly, charts an attractive way out. If you've got a car, read this book. It will change your views, and could change your life." - T. Juniper, Friends of the Earth



Critical Mass
Bicycling's Defiant Celebration
Chris Carlsson, editor, 2002, 256 pages
EUR 20, £14, US\$23, AU\$32, or CZK 580
An irreverent collection of inkworthy social critique and optimistic celebration. Forty-eight contributors document, define and drive home the beauty of a quiet ride with a thousand friends, the anarchy of grassroots inspiration, the fight for the survival of our cities.

Cutting Your Car Use (U.K. Version)

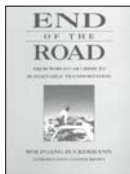
Save Money, Be Healthy, Be Green!
Anna Semlyen, 2000 / 2005, 160 pages
EUR 8.50, £7, US\$10, AU\$14, CZK 250
Britain's first ever personal traffic reduction guide. Packed with easy-to-follow, best practice advice. For anyone who wants to cut their car use, or give up the car completely. New updated edition.

Divorce Your Car!

Ending the Love Affair With the Automobile
Katie Alvord, 2000, 320 pages
EUR 17, £12, US\$20, AU\$27, or CZK 500
Divorce Your Car! speaks to individuals, encouraging readers to change their own driving behaviour without waiting for broader social change, stressing that individual action can drive social change.

Earth First! Direct Action Manual

DAM Collective, 1998, 152 pages
EUR 5, £4, US\$6, AU\$9, or CZK 150



End of the Road
Wolfgang Zuckermann, 1991, 300 pages
EUR 8.50, £7, US\$10, AU\$14, or CZK 250

There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact.

Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, alternative transport, restructuring public transport...

For Love of the Automobile

Looking Back Into the History of Our Desires
Wolfgang Sachs, 1992, 227 pages, hardcover
EUR 35, £25, US\$40, AU\$68, or CZK 1,180
Examining the history of the automobile from the late 1880s to the present, Sachs shows how the car gave form to the dreams and desires embedded in modern society and in so doing reshaped our very notions of time and space, our individual and societal values, and our outlook on progress and the future. In sum: an excellent and detailed cultural history of the car.

Life Between Buildings

Jan Gehl, 2001, 202 pages, fourth English edition
EUR 17, £12, US\$20, AU\$27, or CZK 500



First published in 1971, this book is still the best source for understanding how people use urban public spaces. *Life Between Buildings* is the undisputed introduction to the interplay between design and social life.

Making Their Own Plans

Brett Bloom and Ava Bromberg, eds., 2004, 128 pages
EUR 11, £8, US\$13, AU\$18, CZK 325

A compilation of articles about concrete projects seeking to reconfigure an undemocratic, polluted, gentrifying city into more just and livable place.

New City Spaces

Jan Gehl and Lars Gemzøe, 2001, 263 pages
hardcover: EUR 50, £35, US\$60, AU\$80, or CZK 1,500

Through colour photos, descriptive text and diagrams, this informative book highlights 39 public spaces around the world that have been won back from traffic.

Public Spaces - Public Life

Jan Gehl and Lars Gemzøe, 1996, 96 pages
EUR 32, £22, US\$38, AU\$50, or CZK 950
Describes the remarkable improvements in Copenhagen over the past 34 years, and how they were accomplished.

Sustainable Mobility Guide for Municipalities

Justin Hyatt, 2006, 52 pages
EUR 8.50, £7, US\$10, AU\$14, or CZK 250

The *Sustainable Mobility Guide* provides a full spectrum of themes related to transportation, urban design, mobility management and more. It is aimed at decision makers as well as NGO's working in the field of transport and urban planning, or anyone else interested in a broad survey of urban mobility issues. Also contains a section highlighting relevant websites and organizations.

New Prices

Carbusters magazine 2008

- 4 / US\$5 for single issue
- 14 / US\$18 for one-year subscription
- 24 / US\$32 for two-years subscription



We Are Traffic!
+ **Return of the Scorchers**
On one DVD!

Fiction/Kids

The Age of the Bicycle

Miriam Webster, 1998, 270 pages
EUR 8.50, £7, US\$10, AU\$18, or CZK 250
What if one afternoon all the cars in the world slowed down and then stopped in their tracks... soon tea shops burgeoned on the interstates... rush-hour traffic went by on bicycles at an average speed of eight miles an hour...

Alice in Underland

Wolfgang Zuckermann, 1999
EUR 8.50, £7, US\$10, AU\$18, or CZK 250
"A curious mixture of nonsense, social satire and surrealist fairytale, which takes the classical Alice through the dreary landscape of suburban America."

Family Mouse Behind the Wheel

Wolfgang Zuckermann, 1992, 30 pages
hardcover: EUR 8.50, £7, US\$10, AU\$18, or CZK 250
Colourful illustrated book teaches children the problems of car culture through the eyes of a family of mice who decide to buy a car, with all the consequences...



The Little Driver

Martin Wagner, 2003, 56 pages
EUR 8.50, £7, US\$10, AU\$18, or CZK 250
A children's book for young and old. The Little Driver takes a fresh look at our obsession with cars through the eyes of a boy still young enough to take nothing for granted.

Carbusters Press

Bulk Discount: Ten or more CARtoons and/or Roadkill Bill books, any combination, for half price.

CARtoons

Andy Singer, 2001, 100 pages, optional CD-ROM
contains high-resolution TIF images of all graphics
Book: EUR 8.50, £7, US\$10, AU\$14 or CZK 250
CD-ROM: EUR 4, £3, US\$5, AU\$6.75 or CZK 80
A personal and provocative look at our relationship with the car, from Ford's first assembly lines to today's "drive-through" society. Features seven pithy chapter texts and a compilation of hard-hitting quotations, plus 90 of Singer's infamous graphics.

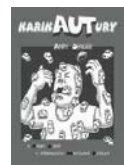
Roadkill Bill

Ken Avidor, 2001, 108 pages
EUR 8.50, £7, US\$10, AU\$14, or CZK 250

It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. In *Roadkill Bill*, the wonderful, provocative, amusing and sometimes gruesome cartoons are collected together for the first and only time. Avidor gives voice to the suffering soul of humanity that feels bulldozed and paved over by industrial technology run amok.



karikaUTury, GÉPregény, karikaUTóry, and AUTokomiks



CARtoons has been published in Czech, Slovak, Hungarian and Polish with a new introduction by the head of the Czech NGO Children of the Earth. The books are part of the Visegrad Resource Centre project. If you are interested in copies contact project coordinator Michal Krivohlavek at <Michal@worldcarfree.net>.



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Videos



Source*

2005, 77 min., DVD, region-free PAL (plays on all PCs) - EUR 20, £14, US\$24, AU\$32 or CZK 600

The tale of the Baku-Ceyhan-Tbilisi pipeline is a tale of corruption, greed, and Western money flowing into the oil-soaked shores of the Caspian Sea. This documentary takes you to the source of Western oil dependency and the human results of oil policy.



Autoschreck

1994, German, PAL only
EUR 20, £14, US\$24, AU\$32, CZK 600
Michael Hartmann walks straight over the cars illegally parked on the sidewalk. A documentary about a man discharged from a mental hospital for being perfectly (or at least somewhat) normal.

We Are Traffic! & Return of the Scorcher



1999/1992, 50 min./28 min., NTSC
EUR 17, £12, US\$20, AU\$27 or CZK 500
Two classic biking movies now on one DVD, plus extra footage that didn't make it into the documentaries. *Return of the Scorcher* (1992, 28 min.) chronicles the history of the bicycle renaissance. *We Are Traffic* (1999, 50 min.) follows the grassroots Critical Mass movement, which has brought together complete strangers in an exuberant, commercial-free public space filled with creativity & unpredictability.

Still We Ride!

In Tandem Productions, 2005, 37 min., DVD
EUR 17, £12, US\$20, AU\$27 or CZK 500
This action-packed documentary is a glimpse into the shocking showdown between the monthly Critical Mass bike ride and New York City police in the months after the Republican National Convention in August 2004.



Soon in our Resource Centre? Tell us if you're interested!
(See Book Club Reviews on previous pages)

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"Freesources"

A growing selection of free texts available at <www.worldcarfree.net/resources/free.php>:
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• *Car-Free Housing in European Cities* by Jan Scheurer
• *The Automobile and Décroissance* by Denis Cheynet
• *Time Pollution* by John Whitelegg
• *Depaving the World* by Richard Register, and more!

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Looking for NEW T-Shirts!

We would like to offer new unique t-shirts. If you have a new design that asks for being worn all over the planet, please contact us!



"No Cars"

EUR 8.50, £7, US\$10, AU\$14 or CZK 250

White t-shirt with the "cars-forbidden" traffic sign on it. Unisex and woman style, in sizes M, L, XL.



"Carfree" and "Skull"

EUR 8.50, £7, US\$10, AU\$14 or CZK 250

Black, red, light blue ("Carfree" only); unisex: S, M, L, XL; woman style: S, M, L



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Should you prefer to pay by bank transfer, please contact us.

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Towards Carfree Cities

EUR 8.50, £7, US\$10, AU\$14 or CZK 250

Sizes S, M in orange, red or forest green; size M, L in yellow





Photo by Jakub Smolk

"Asphalt cinema" on a bikelane connecting Czech Republic and Germany.

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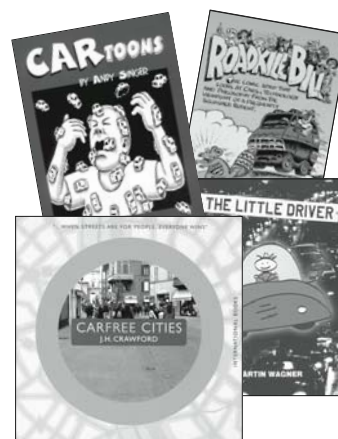
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► World Carfree Network, Krátká 26, 100 00 Prague 10, Czech Republic - e-mail: info@worldcarfree.net - website: www.worldcarfree.net



announcements

Governance and Mobility December 10-12, Nantes

A 3-day forum between researchers, elected representatives and citizens, which dares to ask, "What if cities could save the planet?" Held at Nantes International Convention Centre, France. RFP: <Governance-mobility.org>

Ecocity World Summit 2008 April 22-26, San Francisco

The seventh annual summit will convene an international community of inspired change-makers — courageous individuals who are addressing problems of the world's environment with thoughtful long-range solutions that are truly sustainable, ecologically healthy and socially just. This year's featured speaker is renowned climatologist Stephan Schneider. Online registration is now open.

- EcocityWorldSummit.org

2008 Dubai Awards: Call for Submissions

Local Governments are invited to apply for the 2008 Dubai International Award for *Best Practices to Improve the Living Environment*. The purpose is to highlight best practises and sustainability in urban and rural areas around the world. The reward to be given is US\$ 30,000. Submission deadline is March 31, 2008.

- BestPractices.org

The Joys of Cycling

The campaign *Radlust* (Joy of Cycling) was initiated in Germany this year, intended to focus on the positive side of cycling. The goal is to paint a positive image of the bicycle itself, as opposed to comparing cycling to the negative sides of driving. A great inspiration to promote bicycling for local groups.

- Radlust.info

Cutting Your Car Use New Edition

Anna Semlyen's *Cutting Your Car Use* has just come out in a new edition. Great Britain's only book on reducing personal car use for individuals and has sold over 100,000 copies so far. The third edition has colour cartoons by Axel Sheffler and is completely revised and updated. The book costs £4.95, but there are fantastic bulk discounts with free overprinting of local information.

- CuttingYourCarUse.co.uk

Submit Your Sketch!

Request for sketch to be submitted: The Calafia Sketchbook Design Competition has been opened to solicit conceptual sketches along the lines of green building design, as Calafia, in the Bay Area of California, USA is a proposed next generation Eco-city. Sept. 1 - Dec. 1, 2007.

<www.greencenturyinsitute.org/sketchbook.html>

An Open Exchange for a Wiser Earth

WiserEarth launches Sustainable Cities and Design Portal (SCDP), and invites all those individuals and organisations that have a stake in creating a sustainable civil society to take part and to connect with others in open exchange. Please visit <www.wiserearth.org>.

Fazilka Heritage Festival in the Punjab

Thought by some to be India's most pedestrian and cycle-friendly township, the city of Fazilka is calling you to their eco-friendly annual art, cultural and food festival. It takes place from November 22-25, 2007.

- FazilkaFestival.org

Gallery Time!

The Storefront for Art and Architecture is a nonprofit organisation, based in New York City. Dedicated to innovations in architecture, art and design, they frequently run exhibitions. Currently until November 24, you can see the proposals for high-density living, made out of lego. In the past they featured the New York Bike-Share project. Also running: The Favela film series.

- Storefrontnews.org



Best of Carbusters cover design, by Kubát & Matouš.

Best of Carbusters Released in Czech

As a part of the three year Visegrad Publications Project, a 200 pages *Carbusters* reader with snazzy graphics has just been released in its Czech edition, and will be forthcoming later this fall in Hungarian, Slovakian and Polish. For information about distribution, contact Michal Krivohlávek at <michal@worldcarfree.net>.

Portland to Host Towards Carfree Cities VIII in 2008

The expected conference dates are June 16-21. Portland is one of the most exciting places in the United States for innovative transportation and public space preservation. Portlanders are socially conscious, progressive, and eager to learn more about transport issues.

Presentation proposals are being solicited for the conference. Please see the guidelines at <CarfreePortland.org/call-for-proposals>. For everything else: <portland@worldcarfree.net>.

Ever Thought about the Possibilities?

World Carfree Network is on a constant lookout for fresh ideas and creativity: Have you ever thought about writing an article for *Carbusters* magazine? Doing graphic design for web or print? Coming up with a new t-shirt design? Offering up your programming skills? Sharing your brilliant ideas for saving us all from the motorcar? If you can say "yes" to any of those, or have further tricks up your sleeve, we'd love to hear from you! Contact Justin Hyatt at <justin@worldcarfree.net>.

Carbusters 33 Submission Deadline: January 15

The theme for our next issue will be "street conversion and street design." If you would like to make a submission on the theme or on anything else, please write to us at <editors@carbusters.org>. Graphics, photographs, stories, innovative ideas are all welcome!

Resources and magazine price update from 2008

Unfortunately our current prices no longer reflect the exchange rates, especially for US dollar and Euro prices. Beginning 2008 the prices for the *Carbusters* magazine and the Resource Centre will be updated.

For price details see Resources page 28.

